1960

NEW REVISED EDITION

COVERS 1953-59 MODELS

CANADIAN SERVICE DATA BOOK

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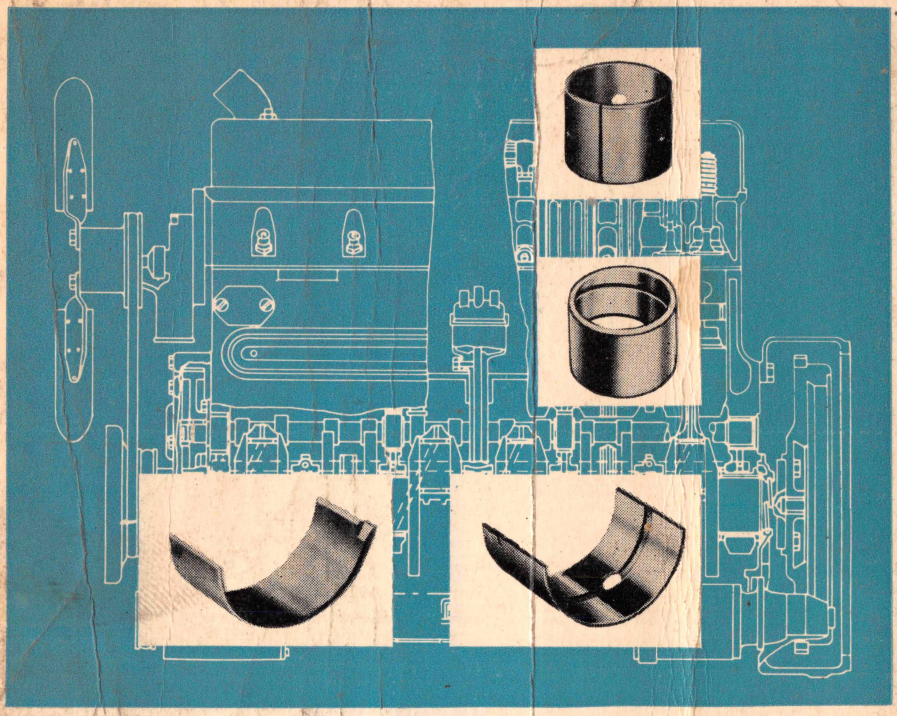

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Important: This edition is completely new in content and design. Sections have been replanned to give all important technical specifications. The editor welcomes comments and suggestions for future editions.

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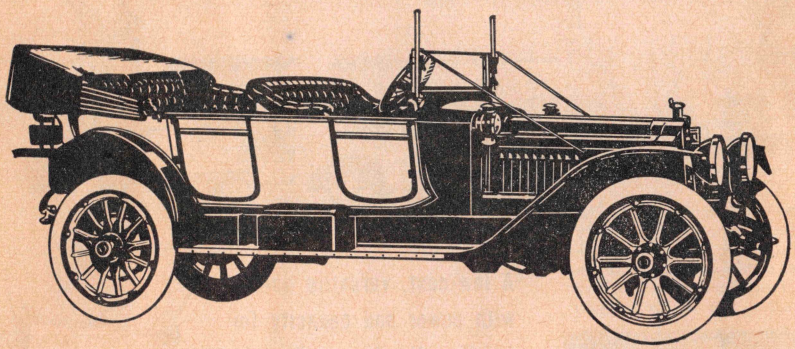

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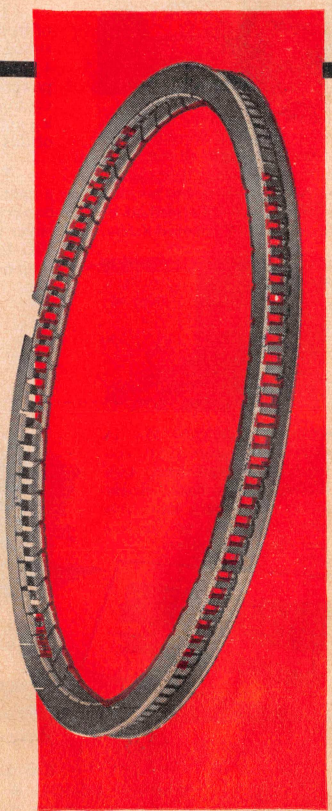

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GENERAL DATA

MAKE & MODEL	YEAR	Wheelbase	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
AUSTIN													
A30	53–56	79.5	1484	136.4	55.1	58.25	—	—	45.25	44.75	6.4	5.20–13	20F, 23R
A40 Somerset	53–54	92.5	2142	159.5	63.0	64.0	—	—	48.1	50.0	7.5	5.50–16	24F, 26R
A70 Hereford	53–54	96.0	2716	165.5	69.6	65.75	—	—	53.5	56.75	7.5	6.00–16	24F, 26R
Austin-Healey 100	54–56	90.0	2176	151.0	60.5	49.25	—	40	49.0	50.75	5.5	5.90–15	20F, 23R
A50 Cambridge	55–56	99.25	2248	162.25	61.5	61.5	—	—	48.5	49.0	7.0	5.60–15	24F, 26R
A90 Westminster	55–56	103.75	2912	170.5	64.0	63.75	—	—	51.5	52.25	7.4	6.40–15	25FR
A35	57–58	79.5	1484	136.4	55.1	58.25	—	—	45.25	44.75	6.4	5.20–13	20F, 23R
A55 Cambridge	57–59	99.25	2268	166.9	61.5	60.25	—	—	48.5	49.0	6.4	5.90–13	26F, 28R
A95, A105 Westminster	57–59	105.75	2996	180.75	64.0	62.0	—	—	51.5	51.5	7.75	6.40–15	25FR
Austin-Healey 100-Six, 3000	57–59	92.0	2436[1]	157.5	60.5	49.0	—	—	48.75	50.0	5.5	5.90–15	20F, 23R
A40 Farina	58–59	83.5	1616	144.25	59.4	56.75	—	—	47.5	47.0	6.25	5.20–13	22F, 24R
Austin-Healey Sprite	58–59	80.0	1456	137.25	53.0	49.75	—	—	45.75	44.75	5.0	5.20–13	18F, 20R
A55 Cambridge Mk II	59	99.25	2352	175.4	63.5	59.0	—	—	48.9	49.9	6.25	5.90–14	23F, 25R
	[1] 3000, 2520.												
BMW													
Isetta 300	58–59	59	770	92.6	54.3	52.7	—	—	47.3	20.5	—	4.80–10	17F, 14R
600	59	67	1236	114	55.2	54	—	—	47.5	46.2	—	5.20–10	—
502 (limousine)	59	116	3218	186	70	60	—	—	52.3	55.7	6.9	—	—
503 (coupe)	59	113	3250	186.9	67	56.4	—	—	55.7	56.4	6.6	6.00–16	—
BORGWARD													
Isabella, TS, De Luxe	56–59	102.34	2304	172.81	67.08	57.7[1]	—	—	52.58	53.54	6.89	5.90–13	20F, 24R
Isabella Combi	56–59	102.34	2491	172.81	67.08	57.7[1]	—	—	52.58	53.54	6.89	6.40–13	20F, 28R
Isabella Coupe	56–59	102.34	2425	172.81	67.65	53.13[1]	—	—	52.58	53.54	6.89	5.90–13	20F, 24R
	[1] Laden												
BUICK													
Special 40, 4300	53	121.5	3710	207.6	76.0	63.4	33.5	50.8	59.1	59.0	6.8	7.60–15	24FR
Super 50, Roadmaster 70	53	121.5	3905	211.6	79.9	62.8	34.6	51.5	60.0	62.2	6.74	7.60–15[1]	24FR
Series 50, 70 (long W. B.)	53	125.5	4100	211.6	79.9	63.0	34.6	51.5	60.0	62.2	6.96	7.60–15[1]	24FR
40, 4400, 4600, 60, M100	54	122.0	3735[2]	206.3	76.7	60.5	35.6	48.7	59.0	59.0	6.5	7.60–15	24FR
Super 50, Roadmaster 70	54	127.0	4105[3]	216.8	79.8	62.5	36.3	53.5	59.0	62.2	6.7	7.60–15[1]	24FR
40, 4400, 4600, 60	55–56	122.0	3742[4]	206.0[5]	76.0	60.5	35.3	48.7	59.0	59.0	6.67[7]	7.10–15[6]	24FR
Super 50, Roadmaster 70	55–56	127.0	4141[8]	215.8	80.8	62.5	35.3	53.5	62.2	62.2	6.91[9]	7.60–15[1]	24FR
40, 4400, 4600, 60	57	122.0	4001[10]	208.4	74.8	58.5	34.5	52.0	59.5	59.0	—	7.10–15[6]	24FR
Super 50, Roadmaster 70	57	127.5	4354[11]	215.3	77.6	59.4	34.7	53.1	59.5	61.0	—	7.60–15[1]	24FR
40, 4400, 4600, 60	58	122.0	4180[12]	211.8	78.1	58.2	37.6	52.2	59.5	59.0	6.1	7.10–15[6]	24FR
Super 50, Roadmaster 70	58	127.5	4500[13]	219.4	79.8	60.8	38.1	53.5	59.5	61.0	6.4	7.60–15[1]	24FR
Limited 700	58	127.5	4710	227.4	79.8	59.6	38.1	61.5	59.5	61.0	6.6	8.00–15	24FR
4400, 4600	59	123.0	4375	217.4	80.74	58.5	34.6	59.75	62.41	60.0	6.1	7.60–15	24FR
4700, 4800	59	126.3	4688	220.7[14]	80.74	58.7	34.6	59.75[15]	62.41	60.0	6.3	8.00–15	24FR
	[1] 50; 70, 8.00–15. [2] 4600, 60, 3805. [3] 70, 4250. [4] 4600, 60, 3807. [5] 55; '56, 205.1. [6] 4600, 60, 7.60–15. [7] 4600, 60, 6.91. [8] 70, 4278. [9] 70, 7.12. [10] 46,00 60, 4156. [11] 70, 4469. [12] 4600, 60, 4267. 13 70, 4668. [14] Series 4867, 225.4. [15] Series 4867, 64.45.												
CADILLAC													
6219	53	126.0	4213	215.8	80.1	62.7	34.9	54.9	59.0	63.0	7.25	8.00–15	24FR
6237, 6237D, 67, 67S	53	126.0	—	22.08	80.1	60.9	34.9	59.9	59.0	63.0	7.25	8.00–15	24FR
6019	53	130.0	4350	224.8	80.6	62.7	34.9	59.9	59.0	63.0	7.25	8.20–15	24FR
75	53	146.75	—	236.5	80.1	64.1	34.9	54.9	59.0	65.0	6.75	8.90–15	28FR

6219	54	129.0	4330	216.4	80.0	62.1	34.9	52.5	60.0	63.1	6.15	8.00–15	24FR
6237, 6237D, 67, 67S	54	129.0	4347	223.4	80.0	59.7[1]	34.9	59.5	60.0	63.1	6.15[2]	8.00–15	24FR
6019	54	133.0	4490	227.4	80.0	62.1	34.9	59.5	60.0	63.1	6.15	8.00–15	24FR
75	54	149.8	5093	236.9	80.0	52.7	34.9	52.5	60.0	63.1	6.76	8.20–15	28FR
6219	55	129.0	4570	215.5	79.8	62.0	34.8	52.5	60.0	63.1	6.1	8.00–15	24FR
6237, 67	55	129.0	4560	222.5	79.8	59.6	34.8	59.5	60.0	63.1	6.1	8.00–15	24FR
6019	55	133.0	4705	226.5	79.8	62.0	34.8	59.5	60.0	63.1	6.1	8.00–15	24FR
75	55	149.75	5200	236.25	79.8	63.9	34.8	52.5	60.0	63.1	6.7	8.00–15	28FR
86	55	158.0	5590	245.09	79.8	—	—	—	60.0	65.12	—	8.90–15	24F, 30R
6219	56	129.0	4430	215.0	80.0	62.0	34.2	51.7	60.0	63.1	6.1	8.00–15	24FR
6237, 39D, 67	56	129.0	4560	222.0	80.0	59.8	34.2	58.7	60.0	63.1	6.1	8.00–15	24FR
6019	56	133.0	4610	226.0	80.0	62.0	34.2	58.7	60.0	63.1	6.1	8.00–15	24FR
75	56	149.75	5200	235.75	80.0	63.9	34.2	51.7	60.0	63.1	6.7	8.00–15	28FR
86	56	158	5800	245.0	80.0	—	—	—	60.0	65.12	—	8.90–15	24F, 30R
6237, 6237DX, 6267X	57	129.5	4840	220.8	80.0	57.7	34.7	56.7	61.0	61.0	6.2	8.00–15	24FR
6237S, 6267S	57	129.5	5060	222.1	80.0	58.4	34.7	57.9	61.0	61.0	6.2	8.00–15	24FR
6239, 6239DX	57	129.5	4940	215.8	80.0	59.1	34.7	51.7	61.0	61.0	6.4	8.00–15	24FR
6039	57	133.0	5054	224.3	80.0	59.1	34.7	56.7	61.0	61.0	6.2	8.00–15	24FR
7523, 7533	57	149.8	5520	236.1	80.0	61.6	34.7	51.7	61.0	61.0	7.2	8.20–15	28FR
86	57–58	156.0	7320	241.0	80.0	—	—	—	61.0	65.0	—	8.90–15	24F, 30R
6237, 6237D	58	129.5	4860	221.75	80.0	57.75	35.6	56.7	61.0	61.0	6.4	8.00–15	24FR
6237S	58	129.5	5025	223.0	08.0	57.87	35.6	58.3	61.0	61.0	6.6	8.00–15	24FR
6239	58	129.5	4890	216.75	80.0	59.0	35.6	51.7	61.0	61.0	6.4	8.00–15	24FR
6239E, 6239D	58	129.5	4915	225.31	80.0	59.0	35.6	60.2	61.0	61.0	6.4	8.00–15	24FR
6267	58	129.5	5020	221.75	80.0	58.18	35.6	56.7	61.0	61.0	6.6	8.00–15	24FR
6267S	58	129.5	5105	221.0	80.0	58.37	35.6	58.3	61.0	61.0	6.6	8.00–15	24FR
6039	58	133.0	5025	225.31	80.0	59.0	35.6	56.7	61.0	61.0	6.4	8.00–15	24FR
7523, 7533	58	149.8	5600	237.0	80.0	61.5	35.6	51.7	61.0	61.0	7.2	8.20–15	28FR
60, 62, 63, 64	59	130.0	4835	225	80.2[3]	—	34.5	60.5	61.0	61.0	5.9	8.00–15	24FR
67	59	149.87	5490	244.8	80.2	—	34.5	60.5	61.0	61.0	7.0	8.20–15	28FR

[1] 6267, 67S, 60.1. [2] 6267, 67S, 5.95. [3] 60, 81.1.

CHEVROLET

One-Fifty, Two-Ten, Bel Air	53–54	115.0	3165	195.5	75.0	63.125	33.8	47.3	56.687	58.75	6.968	6.70–15	24FR
Corvette	53–54	102.0	2705	167.0	72.24	52.16	26.1	38.9	57.0	59.0	6.0	6.70–15	24FR
One-Fifty, Two-Ten, Bel Air	55	115.0	3281	195.6	74.0	62.1	31.1	49.5	58.0	58.8	6.5	6.70–15	24FR
Corvette	55	102.0	2695	167.0	72.24	52.16	26.1	38.9	56.7	58.8	6.0	6.70–15	24FR
One-Fifty, Two-Ten, Bel Air	56	115.0	3310	197.5	74.3	62.0	34.4	48.1	58.0	58.9	6.5	6.70–15	24FR
Corvette	56–57	102.0	2730	168.0	70.46	52.0	24.73	41.43	57.0	59.0	5.8	6.70–15	24FR
One-Fifty, Two-Ten, Bel Air	57	115.0	3275	200.0	73.9	61.5	32.5	52.5	58.0	58.0	5.92	7.50–15	24FR
Delray, Biscayne, Bel Air	58	117.5	3439	209.1	77.7	—	35.8	55.8	58.8	58.8	6.8	7.50–15	24FR
Corvette	58–59	102.0	3135	177.2	72.8	51.5	33.0	42.4	57.0	59.0	5.9	6.70–15	24FR
Biscayne, Bel Air, Impala	59	119.0	3570	210.9	79.9	56.0	32.6	59.3	60.3	59.3	6.0	7.50–14	24FR[1]

[1] S/Wagons, 24F, 28R.

CHRYSLER

C56 New Yorker, C60 Windsor	53	125.5	3332	211	76.75	64.25	37.36	52.75	56.31	59.625	7.625	7.60–15[1]	24F, 24R
C62 Windsor, C63 New Yorker	54	125.5	3409	215.63	77.5	64.25	37.36	52.75	56.31	59.625	7.625[2]	7.60–15[1]	24F, 24R
C58, C64 Custom Imperial	53–54	133.5	4305	223.75	77.75	64.25	37.36	52.75	57.19	60.375	7.5	8.20–15	24F, 24R
C59, C66 Crown Imperial	53–54	145.5	5235	236.37	82.12	64.25	37.36	52.75	57.87	66	8.5	8.90–15	24F, 24R
C67 Windsor, C68 New Yorker	55	126	3995	218.6	79.1	60.6[8]	36.8	55.8	60.3	59.6	6.2[4]	7.60–15[5]	24F, 24R
C69 Custom Imperial	55	130	4418	223	79.1	61.2	37.0	56.0	61.0	60.4	6.2	8.20–15	24F, 24R
C70 Crown Imperial	55	130	5180	242.5	78.8	61.8	37.0	56.0	61.8	60.8	6.7	8.90–15	24F, 24R
C71 Windsor, C72 New Yorker	56	126	4110	219.9[6]	78.8[7]	60.9[8]	37.0[9]	56.9	60.3	59.6	6.2	7.60–15[5]	24F, 24R
C73 Custom Imperial	56	133	4565	229.6	78.8	61.2	38.1	58.5	61.3	60.4	6.2	8.20–15	24F, 24R
C70 Crown Imperial	56	149.5	5145	243.6	79.1	61.8	38.1	56.0	61.3	60.8	6.7	8.20–15	28F, 28R

[1] C56, C63, 8.00–15 [2] C63, 7.875 ins. [3] C72, 221.2 ins. [4] C68, C72, 6.5 ins. [5] C68, C72, 8.00-15 [6] C72, 221.2 ins.
[7] C72, 81.0 ins. [8] C71, 60.6 ins. [9] C72, 38.3 ins.

All dimensions in inches. † Standard sedan model—4 door where available. * Includes bumper guards.

GENERAL DATA

MAKE & MODEL	YEAR	Wheel-base	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
CHRYSLER—Continued													
C75 Windsor	57	126	3995	219.2	78.8	57.0	34	59.2	61.0	59.7	5.4	8.20–14	22F, 22R
C76 New Yorker	57	126	4315	219.2	78.8	57.2	34	59.2	61.2	60.0	5.6	9.00–14	22F, 22R
Imperial, Crown, Le Baron	57	129	4740	224.2	81.2	56.9	37.6	59.7	61.9	62.4	7.6	9.50–14	22F, 22R
LC2 Windsor, MC2 Saratoga	58–59	126	3945	220.9	79.5	59.5	34.8	59.8	61.2	60	5.6	8.50–14	22F, 22R
LC3, MC3 New Yorker	58–59	126	4120	220.9	79.5	59.2	35	59.9	61.2	60	6	9.00–14	22F, 22R
MC1 Windsor	59	122	3785	216.6	79.3	58.8	34.8	59.8	60.9	59.8	5.5	8.00–14	22F, 22R
DE SOTO													
S16, S19 Firedome; S18, S20 Powermaster	53–54	125.5	3910	214.5	77.6	64.25	37	52	56.5	59.6	7.0	7.60–15	24F, 24R
S22, S23 Firedome; S21, S24 Fireflite	55–56	126	4050	217.4	78.3	62.7	36.6	55.3	60.2	59.6	6.2	7.60–15	24F, 24R
S25, Firedome, S26 Fireflite	57	126	4025	218.0	78.2	58.6	34.6	57.4	61.0	59.7	5.4	8.50–14	22F, 22R
S27 Firesweep	57	122	3675	218.0	78.2	58.6	34.6	57.4	61.0	59.7	5.4	8.50–14	22F, 22R
LS2, MS2 Firedome	58–59	126	4055	221.1	78.7	59.1	35	60.1	60.9	59.8	5.6	8.50–14	22F, 22R
LS3, MS3 Fireflite	58–59	126	4055	221.1	78.7	57.1	35	60.1	60.9	59.8	5.6	8.50–14	22F, 22R
DKW													
3–6 F93 2 door	56–59	92.5	1969	166.3	66.75	57.68	28.5	44.5	50.79	53.15	7.5	5.60–15	20F, 23R
3–6 F94 4 door	57–59	92.5	2068	166.3	66.75	58.5	28.5	44.5	50.79	53.15	7.5	5.60–15	20F, 23R
3–6 F 94 S/Wagon	57–59	96.46	2145	164.2	64.75	62.5	28.5	42.3	50.79	53.15	7.5	5.60–15	20F, 23R
3–6 1000 2 door	58–59	92.5	1975	166.5	66.75	57.75	28.5	44.5	50.79	53.15	7.5	5.60–15	20F, 23R
DODGE													
D43, D49 Crusader, Regent, Mayfair	53–54	114	3105	189.12	73.37	63.6	32	47.5	55.87	58.5	7.37	6.70–15	24F, 24R
D44 Coronet, D50 Royal	53–54	119	3490	201.38[1]	73.5[1]	62	34.625	51.875	55.94	58.38[1]	7.37	7.10–15	24F, 24R
D54, D59 Crusader, Regent, Mayfair	55	115	3285	207.4	74.6	60.1	39.3	53.0	58.4	58.5	5.5	6.70–15	24F, 24R
D55 Custom Royal	55	120	3885	212	74.6	60.5	39.3	52.8	58.9	59.2	5.0	7.10–15	24F, 24R
D60, D61 Crusader, Regent, Mayfair	56	115	3290	208.4	74.6	60.1	35.8	54.0	58.4	58.5	5.5	6.70–15	24F, 24R[2]
D63 Custom Royal	56	120	3545	212	74.6	60.5	38.7	53.3	58.9	59.2	5.7	7.10–15	24F, 24R
D64, D65 Crusader, Regent, Mayfair	57	118	3455	204.6	78.2	56.5	33.5	54.4	60.9	59.6	5.2	7.50–14	24F, 22R
D67 Custom Royal	57	122	3770	212.2	77.9	57.3	33.5	56.7	60.9	59.7	5.4	8.00–14	22F, 22R
LE1, LE2, ME1, ME2 Crusader, Regent, Mayfair	58–59	118	3480	210.8	78	58.6	33.1	58.9	60.9	59.8	5.4	7.50–14	24F, 22R
LD3, MD3 Custom Royal	58–59	122	3785	217.4	80	58.8	35.2	60.2	60.9	59.8	5.5	8.00–14	22F, 22R
	[1] D50, 205.5, 74.25, 58.75.			[2] D61 models, 26F, 26R.									
EDSEL													
Ranger, Pacer	58	118.04	3379	213.2	78.8	58.1	37.5	57.7	59.4	59	6.2	8.00–14	24F, 22R
Corsair, Citation	58	124.05	4230	218.9	79.8	58.4	35.7	59.1	59.4	59	6.2	8.50–14	24F, 22R
Ranger, Corsair	59	120	3768	214.6	79.82	57.86	35.4	55.4	59	56.4	5.9	7.50–14[1]	24F, 22R
FIAT													
600	59	78.75	1323	130.5	54.33	55.32	21.85	29.92	45.3	45.67	6.3	5.20–12	14.5F, 23R
600 Multipla	59	78.75	1665	141.17	57.09	62.21	31.89	28.54	48.42	45.55	5.9	5.20–12	24.5F, 28R
1100 Standard	59	92.13	1951	154.33	57.4	58.66	25.2	37.0	48.6	47.85	5.12	5.20–14	21.5F, 24R
1100 De Luxe	39	92.13	2018	156	57.4	58.66	25.2	38.67	48.6	47.85	5.12	5.20–14	21.5F, 24R
1100 Family S/Wagon	59	92.13	1985	149.13	57.4	58.9	—	—	48.6	47.85	5.5	5.60–14	19.5F, 27R
1200 Roadster	59	92.13	—	152.6	57.9	50.4	—	—	48.6	47.85	—	5.20–14	21.5F, 24R
1200 Full Light	59	92.13	2042	154.33	57.4	57.8	25.2	37.0	48.6	47.85	5.12	5.20–14	21.5F, 24R
FORD													
Mainline, Customline, Crestline	53	115	3353	197.84	73.2	62.3	35.4	47.4	58	56	8.0	6.70–15	26F, 23R
Mainline, Customline, Crestline	54	115	3353	198.26	73.7	66.2	35.4	47.4	58	56	8.0	6.70–15	26F, 23R

Mainline, Customline, Fairlane	55–56	115.5	3420	198.5	75.9	60.4	33.9	49.1	58	56	6.5	6.70–15	26F, 23R
Custom, Custom 300	57	116	3514	201.7	77	58.9	35.4	51.2	58.8	56	5.9	6.70–15	26F, 23R
Custom 300	58	116	3379	201.7	78	58.9	35.15	51.01	59	56.4	6.05	7.50–14	24F, 22R
Fairlane, Fairlane 500	57–58	118	3657	207.7	78	57.9	35.15	54	59	56.4	6	7.50–14	24F, 22R
Custom 300, Fairlane, Galaxie	59	118	3665	208	76.6	57.66	34.2	55.8	59	56.4	6	7.50–14	24F, 22R
Thunderbird	55	102	3128	175.3	70.3	52.4	27.6	45.7	56	56	5.5	6.70–15	24F, 30R
Thunderbird	56	102	3310	185.2	71.3	52.2	27.6	55.6	56	56	5.9	6.70–15	24F, 30R
Thunderbird	57	102	3324	185.2	72.8	52.2	28.3	51.1	56	56	5.9	7.50–14	22F, 22R
Thunderbird	58–59	113	3971	205.3	76.96	54.83	35.6	56.8	60	57	5.8	8.00–14	24F, 22R

[1] 8.00–14 with Auto. Trans.

FORD (British)

Anglia, Prefect	54–59	87	1618	151.25	60.5	59.25	—	—	48	47.5	7.0	5.20–13	24FR
Escort, Squire	54–59	87	1870	141.75[1]	60.625	62.25	—	—	48	47.5	7.0	5.60–13	24F, 28R
Consul	53–55	100	2435	164.75	64	60.75	—	—	50	49	—	5.90–13	28FR
Zephyr, Zodiac	53–55	104	2591	151.75	64	60.75	—	—	50	49	—	6.40–13	24FR
Consul	56–59	104.5	2459	170	67	59.25	—	—	53	52	6.5	5.90–13	28FR
Zephyr, Zodiac	56–59	107	2648[2]	178.5[3]	67	59.75	—	—	53	52	6.75	6.40–13	24FR

[1] Squire; Escort, 141.5. [2] Zodiac, 2721. [3] Zodiac, 180.5.

FORD (German)

Taunus 12M Sed. & S/Wagon	59	98	1930	160	62	61	—	—	48.03	48.03	6.3	5.60–13	21F, 24R
Taunus 17M Sed. & S/Wagon	59	102.5	2240	172.2	65.75	59	—	—	49.21	50	6.7	5.90–13[1]	21F, 24R

[1] Station Wagon 6.40–13; pressures 21F, 35R.

HANSA

1100	58–59	89.3	1985	161.5	64.2	—	—	—	50.75	49.21	7.48	5.60–13	23FR

HILLMAN

Minx Series I Sedan	57	96.0	2200	160.5	60.75	59.5	—	—	49.0	48.5	7.0	5.60–15	24FR
Minx Series II, III Sedans	58–59	96.0	2230[1]	162.0	60.75	59.5	26.5	39.5	49.0	48.5	7.0	5.60–15	24FR

[1] Series II, 2.42.

HUDSON (for Rambler see also Nash and Rambler)

Jet	53–54	105	2725	180.687	67.062	60.875	—	—	—	—	—	6.40–15[1]	24F, 22R[1]
Wasp, Super Wasp	53–54	119	3525	201.5	77.062	60.375	—	—	—	—	8.125	7.10–15[2]	26F, 24R
Hornet	53–54	124	3620	208	77.625	60.375	—	—	—	—	8.125	7.10–15[2]	26F, 24R
Wasp	55–56	114.25	3425	202.25	78.0	—	—	—	59.5	59.687	7.5	6.70–15	24FR
Hornet	55–56	121.25	3662	209.25	78.0	—	—	—	59.5	60.5	8.0	7.10–15[3]	24FR
Hornet	57	121.25	3800	209.25	78.0	—	—	—	59.062	60.5	8.0	8.00–14	24FR

[1] Also 5.90–15, 24FR. Also 7.60–15, 8.00–15. [3] 6 cyl.; V8, 7.60–15.

HUMBER

Super Snipe	59	110	3220	184.75	70.5	61	—	—	56.5	55.5	7	6.70–15	26F, 28R

IMPERIAL

LY1	58	129	4755	225.8	81.2	56.9	37.6	59.7	61.8	62.4	5.8	9.50–14	22F, 22R
MY1	59	129	4800	226.3	81	56.9	37.6	59.7	61.8	62.4	5.8	9.00–14	24F, 24R

JAGUAR

XK120	53–55	102.0	2856[1]	173.5	62.0	53	—	—	51.5	50.0	7.125	6.00–16	25FR
Mk VII	53–57	120.0	3696[1]	196.5	73.0	63	—	—	56.5	58.0	7.5	6.70–16	23F, 25R
XK140	55–57	102.0	2856[1]	176.0	64.5	53.5	—	—	51.5[2]	50.5[2]	7.125	6.00–16	23F, 26R
2.4 litre	56–59	107.375	2800[1]	180.75	66.75	57.5	—	—	54.625[3]	50.125[3]	7.0	6.40–15	24F, 22R
3.4 litre	57–59	107.375	3024[1]	180.75	66.75	57.5	—	—	54.625[3]	50.125[3]	7.0	6.40–15	25F, 22R
XK150, XK150S	57–59	102.0	2968[1]	177.0	64.5	55.0	—	—	51.625	51.625	7.125	6.00–16	23F, 26R
Mk VIII	57–59	120.0	3752[1]	196.5	73.0	63.0	—	—	56.5	58.0	7.5	6.50–16[4]	23F, 25R
Mk IX	59	120.0	3864[1]	196.5	73.0	63.0	—	—	56.4	58.0	7.5	6.50–16[4]	23F, 25R

[1] Dry. [2] With disc wheels; with wire wheels, 51.0F, 51.375R. [3] Disc wheels, drum brakes; disc brakes, 55.125F, 50.375R; wire wheels, 55.125F, 50.875R. [4] Or 6.70–16.

All dimensions in inches. † Standard sedan model–4 door where available. * Includes bumper guards.

GENERAL DATA

MAKE & MODEL	YEAR	Wheel-base	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
LAND ROVER													
86 S/Wagon, Ser. I	53–58	86	2968	140.75	62.563	77.5	23.5	32.0	50.0	50.0	8.75[1]	7.00–16[2]	25FR
107 S/Wagon, Ser. I	53–58	107	3460	173.5	62.563	85.0	23.5	44.5	50.0	50.0	8.75[1]	7.00–16[2]	25FR
88 S/Wagon, Ser. I	56–58	88	2968	140.75	62.563	77.5	23.5	33.5	50.0	50.0	8.75[1]	7.00–16[2]	25FR
88 S/Wagon, Ser. II	58–59	88	3053	142.375	64.0	79.0	23.5	33.5	51.5	51.5	8.75[1]	7.00–16[3]	25FR
109 S/Wagon, Ser. II	58–59	109	3447	175.375	64.0	82.5	23.5	46.0	51.5	51.5	8.75[1]	7.00–16[3]	25FR
	[1] With 7.00–16 tires.		[2] Or 6.00–16, 6.50–16.		[3] Or 6.00–16, 7.50–16.								
LINCOLN													
Cosmopolitan, Capri	53–55	123	4275	215.6	77.6	62.8	—	—	—	—	—	8.00–15	24F, 24R
Capri, Premiere	56	126	4289	222.8	79.9	60	—	—	58.5	60	8.2	8.00–15	24F, 24R
Capri, Premiere	57	126	4527	224.6	80.3	61.2	35.8	62.9	58.5	60	8.2	8.00–15	24F, 24R
Capri, Premiere, Continental	58	131	4802	229	80.1	58.2	37.2	60.6	61	61	6.1	9.00–14	24F, 24R
Lincoln, Premiere, Continental	59	131	4823	227.1	80.1	58	35.4	60.6	61	61	6.3	9.00–14	24F, 24R
LLOYD													
Alexander, TS	58–59	78.75	1240	132.12	55.75	55.12	25.3	28	41.37	43.37	5	4.25–15	—
MERCEDES-BENZ													
180, 180D	59	104.33	2560[1]	176.562	68.5	61.437	—	—	—	—	7.625	6.40–13	—
190, 190D	59	104.33	2640[2]	176.562	68.5	61.437	—	—	56.3	57.87	7.625	6.40–13	24F, 25R
190SL	59	94.49	2510	165.34	68.5	51.97	—	—	—	—	6.125	6.40–13	—
219	59	108.27	2780	184.25	68.5	61.417	—	—	—	—	8	6.40–13	—
220S, 220SE Sedans	59	111.02	2920[3]	187.0	68.5	51.5	—	—	56.3	57.87	8.5	6.70–13	23F, 25R
220S, 220SE Coupe, Conv.	59	106.31	3065	185	70.5	60.25	—	—	56.3	57.87	8.5	6.70–13	23F, 25R
300 Automatic	59	124.01	4400	204.33	73.23	63.0	—	—	58.27	60.04	8.5	7.60–15	25FR
300 SL	59	94.49	2855	177.95	70.47	51.18	—	—	54.42	56.49	5.12	6.70–15	28F, 31R
	[1] 180D, 2660.		[2] 190D, 2665.		[3] 220SE, 2965.								
MERCURY													
Custom, Monterey	53–54	118	3570	197.25	79.25	61.25	—	—	58	56	—	7.10–15	26F, 22R
Custom, Monterey, Montclair	55–56	119	3500	206	76	61.5	—	—	58	56	—	7.10–15	26F, 22R
Monterey, Montclair, Turnpike Cruiser	57	122	4005	211.1	79.2	56.53	31.78	57.36	59.37	59	5.9	8.00–14	24F, 24R
Monterey, Montclair	58	122	4114	213.2	81.1	58.2	33.7	57.5	59.4	59.4	5.9	800.–14	24F, 24R
Park Lane	58	125	4240	220.2	81.1	58.4	33.7	61.5	59.4	59.4	6.2	8.50–14	24F, 24R
Monterey, Montclair	59	126	4157	217.8	80.68	57.61	34.7	57.1	60	60	5.5	8.00–14	24F, 24R
Park Lane	59	128	4332	222.8	80.68	57.61	34.7	60.11	60	62	5.5	8.50–14	24F, 24R
METEOR													
Mainline, Customline, Crestline	53	115	3353	197.84	73.2	62.3	35.4	47.4	58	56	8.0	6.70–15	26F, 23R
Mainline, Niagara, Rideau	54	115	3353	198.26	73.7	66.2	35.4	47.4	58	56	8.0	6.70–15	26F, 23R
Mainline, Niagara, Rideau	55–56	115.5	3420	198.5	75.9	60.4	33.9	49.1	58	56	6.5	6.70–15	26F, 23R
Niagara, Niagara 300	57	116	3514	201.7	77	58.9	35.4	51.2	58.8	56	5.9	6.70–15	26F, 23R
Niagara 300	58	116	3379	201.7	78	58.9	35.15	51.01	59	56.4	6.05	7.50–14	24F, 22R
Rideau, Rideau 500	57–58	118	3657	207.7	78	57.9	35.15	54	59	56.4	6	7.50–14	24F, 22R
Niagara 300, Rideaus, Montcalm	59	118	3665	208	76.6	57.66	34.2	55.8	59	56.4	6	7.50–14	24F, 22R
METROPOLITAN													
1500	58	85	1875[1]	149.5	61.5	54.8	28.4	36.2	45.3	44.8	6.3	5.60–13	24F 22R
1500	59	85	1953[1]	149.5	61.5	54.8	28.4	36.2	45.3	44.8	6.3	5.60–13	24F, 22R
	[1] 2-door hardtop.												

MG													
TD	53–54	94	2072	145	58.625	53	—	—	47.375	47.375	6	5.50–15	18FR
TF	54–55	94	1932	147	59.75	52.5	—	—	47.375[1]	50[1]	6	5.50–15	18FR
Series A	56–59	94	1988[2]	156	58	50	—	—	47.5[1]	48.75[1]	6	5.60–15	17F, 20R
Magnette Series ZA, ZB	55–59	102	2464	169	63	58	—	—	51	51	6	5.50–15	24F, 26R
Magnette Series III	59	99.25	2420	178	63.5	59	—	—	48.875	49.875	6.25	5.90–14	24F, 24R
	[1] With disc wheels. [2] Twin Cam, 2185.												
MONARCH													
Custom, Lucerne	53–54	118	3570	197.25	79.25	61.25	—	—	58	56	—	7.10–15	26F, 22R
Custom, Lucerne, Richelieu	55–56	119	3500	206	76	61.5	—	—	58	56	—	7.10–15	26F, 22R
Lucerne, Richelieu, Turnpike Cruiser	57	122	4005	211.1	79.2	56.53	31.78	57.36	59.37	59	5.9	8.00–14	24F, 24R
MK II-Lucerne & Richelieu	59	126	4157	217.8	80.68	57.61	34.7	57.1	60	60	5.5	8.00–14[1]	24F, 24R
MK II-Sceptre	59	128	4332	222.8	80.68	57.61	34.7	60.11	60	62	5.5	8.00–14	24F, 24R
MORRIS													
Minor Series MM, II, 100	53–59	86	1700	148	61	60	—	—	50.625	50.312	6.75	5.00–14	22F, 24R
Oxford Series MO	53	97	2300	165.5	65	64	—	—	53.5	53	6.75	5.50–15	22F, 24R
Oxford Series II, III	54–59	97	2464	171	65	63	—	—	53.5	53	6.25	5.50–15	22F, 24R
Oxford Series V	59	99.187	2408	175.375	63.5	59.75	—	—	48.875	49.875	6.25	5.90–14	23F, 25R
Isis Six Series II	55–56	107.5	2878	178	65	63.75	—	—	53.625	53.625	7	6.00–15	28FR
Isis Six Series II	57–58	107.5	2930	178	65	63.75	—	—	52.5	53.5	7	6.00–15	28FR
NASH (See also Rambler & Metropolitan)													
Ambassador	53–55	121.25	3555	209.25	78.0	62.25[1]	—	—	55.625	60.5	8.0	7.10–15	24FR
Statesman	53–54	114.25	3045	202.25	78.0	61.75[1]	—	—	55.5	59.687	7.5	6.70–15	24FR
Rambler	53–54	100	2665	178.25	73.5	59.0[1]	—	—	53.375	53.0	—	5.90–15	24FR
Rambler long w.b.	54	108	2937	186.25	73.5	59.0[1]	—	—	53.375	53.0	—	5.90–15	24FR
Ambassador 6, V8	56–57	121.25	3705	209.25	—	—	—	—	—	—	—	7.10–15[2]	24FR
Statesman	55–56	114.25	3235	202.25	78.0	61.75[1]	—	—	56.437	59.687	7.5	6.70–15	24FR
Rambler	55	100	2575	178.25	73.5	59.375	—	—	54.625	53.0	—	6.40–15	24FR
Rambler long w.b.	55	108	2720	186.25	73.5	59.375	—	—	54.625	53.0	—	6.40–15	24FR
Rambler 6, V8	56–57	108	—	191.14	71.32	58.0[3]	—	—	57.75	58.0	—	6.40–15[4]	24FR
	[1] Laden. [2] '56 V8, 7.60–15. '57 V8, 8.00–14. [3] V8, 58.4. [4] V8, 6.70–15.												
OLDSMOBILE													
De Luxe 88, Super 88	53	120.0	3704	204.0	76.94	63.63	34.5	48.65	59.0	59.0	7.14	7.60–15	24F, 22R
98	53	124.0	3815	215.0	65.94	63.63	34.5	48.65	59.0	59.0	7.14	7.60–15	24F, 22R
88, Super 88	54	122.0	3692[1]	205.26	78.26	60.5	33.92	49.34	59.0	58.0	6.26	7.60–15	24F, 22R
98	54	126.0	3846	214.26	78.26	60.5	33.92	54.34	59.0	58.0	6.23	7.60–15	24F, 22R
88	55	122.0	3711	203.36	77.8	60.5	33.6	47.76	59.0	58.0	6.26	7.10–15	24F, 22R
Super 88	55	122.0	3762	203.36	77.8	60.5	33.6	47.76	59.0	58.0	6.26	7.60–15	24F, 22R
98	55	126.0	3864	212.36	77.8	60.5	33.6	52.76	59.0	58.0	6.23	7.60–15	24F, 22R
88	56	122.0	3761	203.36	78.62	60.5	33.32	47.97	59.0	58.0	6.26	7.10–05	24F, 22R
Super 88	56	122.0	3795	203.29	78.62	60.5	33.32	47.97	59.0	58.0	6.26	7.60–15	24F, 22R
98	56	126.0	4047	212.29	78.62	60.5	33.32	52.97	59.0	58.0	6.23	7.60–15	24F, 22R
88, Super 88	57	122.5	4000[2]	207.73	76.38	58.2	33.9	51.9	59.0	58.0	6.01	8.50–14	22F, 20R
98	57	126.5	4347	216.23	76.38	58.2	33.9	56.4	59.0	58.0	6.01	8.50–14	22F, 20R
88, Super 88	58	122.5	3985[3]	208.21	78.46	57.4	33.8	51.9	59.0	58.0	6.04	8.50–14	22F, 20R
98	58	126.5	4316	216.71	78.46	57.4	33.8	56.4	59.0	58.0	6.04	8.50–14	22F, 20R
88, Super 88	59	123.0	4325	218.4	80.8	57.7	36.4	59.0	61.0	61.0	5.5	8.50–14	22F, 20R
98	59	126.3	4596	223	80.8	57.7	36.4	60.3	61.0	61.0	5.5	9.00–14	22F, 20R
	[1] Super 88, 3734. [2] Super 88, 4049. [3] Super 88, 4008.												
PACKARD													
Clipper	53–56	122	3955	214.8[1]	78[1]	62[3]	—	—	59.7	59.98	—	7.60–15[3]	24F, 24R
2626, 5426 8 passenger	53–54	149	4650	238.5	77.8	62.8[2]	—	—	60	60.9	—	8.20–15	26,F 26R
5402, 5406, 5580, 5680, 5688	54–56	127	4355	218.5[1]	78	62.3[2]	—	—	60	60.9	—	8.00–15	24F, 24R
	[1] 1956 model. [2] Loaded height. [3] 8.00–15 on 2631 and 5431 models.												

All dimensions in inches. † Standard sedan model–4 door where available. * Includes bumper guards.

GENERAL DATA

MAKE & MODEL	YEAR	Wheelbase	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
PACKARD—Continued													
Clipper 57L	57	120.5	3570	211.8	—	—	—	—	56.7	55.7	7.31	7.60–15	26F, 26R
58L Hardtop & S/Wagon	58	116.5	3480[4]	—	—	—	—	—	—	—	—	8.00–14	24F, 20R
58L Sedan	58	120.5	3505	213.2	76.9	59.1	39.4	53.3	57.3	56.3	5.3	8.00–14	24F, 20R
58LS Hawk	58	120.5	3470	205.1	71.3	57.5	36	48.6	57.3	56.3	5.3	8.00–14	24F, 20R
	[4] S/Wagon 3555 lbs.												
PEUGEOT													
403 Sedan	59	103	—	176	65.75	59.25	—	—	52.75	52	—	6.50–15	19F, 22R
403 S/Wagon	59	114.2	—	181	66	—	—	—	52.75	52	—	6.50–15	19F, 26R
PLYMOUTH													
P24—Cambridge, Cranbrook, Belvedere	53	114	3195	189.1	73.37	61.75	32	47.5	55.87	58.5	7.37	6.70–15	24F, 24R
P25—Plaza, Savoy, Belvedere	54	114	3070	193.5	74.25	63.62	32	47.5	55.87	58.5	8.0	6.70–15	24F, 24R
P26 to P29—Plaza, Savoy, Belvedere	55–56	115	3290	204.8	74.6	60.1	35.8	53.0[1]	58.4	58.5	5.5	6.70–15	24F, 24R[2]
P30, P31—Plaza, Savoy, Belvedere	57	118	3400[3]	204.6	78.2	56.5	32.2	54.4	60.9	59.6	5.2	7.50–14	22F, 22R[3]
LP1 6 cyl., LP2 8 cyl.	58	118	3400	204.6	78.2	56.6	32.2	54.4	60.9	59.6	5.4	7.50–14	22F, 22R[4]
MP1 6 cyl., MP2 8 cyl.	59	118	3490	208.2	78	58.6	33.1	58.9	60.9	59.7	5.4	7.50–14	22F, 22R[4]
	[1] P28 and P29, 54.0 ins.		[2] P27 and P29, 26F, 26R.		[3] P31 3500 lbs.; 24F.		[4] LP2, MP2 24F.						
PONTIAC													
Pathfinder De Luxe 20, Pathfinder 22	53–54	115.0	—	195.5	75.0	63.125	—	—	56.87	58.75	6.968	6.70–15	24FR
Chieftain 25, 27	53	122.0	3506[1]	202.7	76.6	63.2	34.56	46.1	58.5	59.0	6.8	7.10–15	24FR
Chieftain 25, 27	54	022.0	3511[2]	202.7	76.6	63.2	34.56	46.1	58.5	59.0	6.8	7.10–15	24FR
Star Chief	54	124.0	3656	213.7	76.6	63.2	34.56	55.12	58.5	59.0	6.8	7.10–15	24FR
Pathfinder De Luxe 20, Pathfinder 22	55	115.0	—	195.6	74.0	62.1	—	—	58.0	58.8	6.5	6.70–15	24FR
Chieftain 27	55	122.0	3621	203.2	75.4	60.5	32.7	48.5	58.6	59.0	6.7	7.10–15	24FR
Star Chief 28	55	124.0	3666	210.2	75.4	60.5	32.7	53.5	58.6	59.0	6.7	7.10–15	24FR
Pathfinder Laurentian 20, Pathfinder 22	56	115.0	—	197.5	74.3	62.0	—	—	58.8	58.8	6.8	6.70–15	24FR
Chieftain 27	56	122.0	3601	205.6	75.1	60.5	35.1	48.5	58.6	59.0	6.7	7.10–15	24FR
Star Chief 28	56	124.0	3681	212.6	75.1	60.5	35.1	53.5	58.6	59.0	6.7	7.10–15	24FR
Pathfinder De Luxe, Laurentian 20, Pathfinder 22	57	115.0	—	200.0	73.9	61.5	—	—	58.0	58.9	6.5	7.50–14	24FR
Chieftain, Super Chief 27	57	122.0	3670	206.8	75.2	60.0	35.5	49.4	59.0	59.4	6.1	7.50–14	22FR
Star Chief 28	57	124.0	3740	213.8	75.2	60.1	35.5	54.4	59.0	59.4	6.1	8.00–04	22FR[3]
Pathfinder, Strato-Chief, Laurentian 7000	58	117.5	—	206.56	77.36	57.4	—	—	58.0	58.9	5.92	7.50–14	24FR
Bonneville 25	58	122.0	3825	211.7	77.4	—	55.2	55.2	58.8	59.4	5.76	8.00–14	22FR
Star Chief, Chieftain 27	58	122.0	3815	210.5	77.4	—	54.0	54.03	58.8	59.4	6.26	8.00–15[4]	22FR[3]
Star Chief, Super Chief 28	58	124.0	3865	215.5	77.4	—	54.0	57.03	58.8	59.4	6.26	8.00–14	22FR
7000	59	119.0	3790	211.25	79.9	56.0	35.5	57.0	60.3	59.3	6.0	7.50–04	24FR[5]
2100, 2400, 2700, 2800	59	122.0	3800	213.7	80.0	56.4	35.24	61.48[6]	63.7	64.0	5.7	8.50–14	22FR[3]
	[1] 27, 3581. [2] 27, 3571. [3] S/Wagons, 22F, 26R. [4] S/Wagons, 8.50–14. [5] S/Wagons, 24F, 28R. [6] Series 21, 56.48; Series 27, 57.02.												
PORSCHE													
356A 1600, 1600S	59	82.7	1883	155.8	65.5	51.5	—	—	51.5	50	6.5	5.60–15	22F, 24R
RAMBLER													
American 01	58–59	100	2600	178.32	73.0	57.32	31.41	46.91	54.62	55	6.7[1]	5.90–15	24FR
6 cyl. 10 Series	58–59	108	3042	191.15	72.2	58	32.0	51.2	57.75	58	6.7[1]	6.40–15	24FR
Rebel V8 20 Series	58–59	108	3376	191.15	72.2	57.8	32.0	51.2	58.75	59.13	6.5[1]	7.50–14	24FR
Ambassador V8 80 Series	58–59	117	3530	200.15	72.2	57.6	32.0	51.2	57.75	59.13	6.3[1]	8.00–14	22F, 20R
	[1] Laden.												

RENAULT													
Dauphine	57–59	89.37	1386	153.25	60.0	56.75	—	—	49.25	48.0	6.0	5.00–15	15F, 23R
RILEY													
One-Point-Five	58–59	86	2104	153.25	61	59.75	—	—	50.875	50.312	6.5	5.00–14	24F, 26R
4-68	59	99	2420	178	63.5	59	—	—	48.875	49.875	6.25	5.90–14	24FR
2.6	59	113.5	3609	185.5	67	61	—	—	48	54.5	6.5	5.70–15	24F, 26R
ROVER													
75, 90, 105	56–59	111	3216[1]	178.25	65.625	63.75	42	37	52	51.5	7.125	6.00–15	28F, 24R
[1] 75; 90, 3237; 105, 3284.													
SIMCA													
Aronde—De Luxe, Elysee, Grand Large	58–59	96.2	2053	162	61.3	56.9[1]	—	—	49.4	49.2	5.4	5.60–14	21F, 23R
Aronde—Plein Ciel Sports Hardtop	58–59	96.2	2075	169	61.8	54[1]	—	—	49.4	49.2	6.3	5.60–14	21F, 23R
Aronde—Oceane Convertible	58–59	96.2	2106	169	61.8	54[1]	—	—	49.4	49.2	6.3	5.60–14	21F, 23R
Aronde—Chatelaine S/Wagon	58–59	96.2	2129	158	61.3	60[1]	—	—	49.4	49.2	5.4	5.75–15	23F, 40R
Vedette—Beaulieu	59	106	—	178	68.1	58.3[1]	—	—	53.9	52.8	—	6.50–15	—
[1] Loaded height.													
SINGER													
Gazelle Series III	59	96	2330	163.5	60.75	59.5	27.25	40.25	49	48.50	7	5.00–15[1]	24FR
[1] 5.25–15 and 5.60–15 optional.													
SKODA													
440, 445, 450 Convertible	58–59	94.5	2000	160	63	56.3	24.2	41.3	47.6	49.8	6.9	5.50–15	20F, 24R
1201 S/Wagon	58–59	105.7	2340	177.2	66.5	59.8	26.6	44.9	49.2	51.9	7.5	6.00–15	—
STANDARD													
8 hp	54–57	84	1540	142	58	59	—	—	48.5	48.5	6	5.60–13	22FR
10 hp	55–57	84	1624	142	58	59	—	—	48.5	48.5	6	5.60-13	22FR
Vanguard	53–55	94	2716	166	69	64	—	—	51	54	8	5.75–16	25FR
Vanguard, Ensign	56–59	102	2576	172	67.5	60	—	—	51.5	51.5	7.25	5.90–15	25FR
STUDEBAKER													
Champion, Commander	53–54	116.5	—	—	—	—	—	—	56.5	55.5	6.5	6.40–15[1]	26F, 24R
Land Cruiser	53–54	120.5	—	—	—	—	—	—	56.5	55.5	6.5	7.10–15	26F, 22R
Champion	55	116.5	—	202.25	69.5	61.625[2]	—	—	56.7	55.7	6.8	6.40–15	26F, 24R
Commander	55	116.5	—	202.25	69.5	60.0[2]	—	—	56.7	55.7	7.4	6.70–15	26F, 22R
President	55	120.5	—	206.25	70.437	60.0[2]	—	—	56.7	55.7	7.4	7.10–15	26F, 22R
Champion	56	116.5	—	200.75	—	—	—	—	56.7	55.7	6.8	6.40–15	26F, 24R
Flight Hawk	56	120.5	—	203.9	—	—	—	—	56.7	55.7	7.6	6.40–15	26F, 24R
Commander	56	116.5	—	200.75	—	—	—	—	56.7	55.7	7.4	6.70–15	26F, 22R
Power Hawk	56	120.5	—	203.9	—	—	—	—	56.7	55.7	6.5	6.70–15	26F, 22R
President	56–57	116.5	—	200.75	—	—	—	—	56.7	55.7	7.4	7.10–15	26F, 22R[3]
Sky Hawk	56	120.5	—	203.9	—	—	—	—	56.7	55.7	6.5	6.70–15	26F, 22R
Golden Hawk	56–57	120.5	—	203.9	—	—	—	—	56.7	55.7	6.5	7.10–15	26F, 22R[3]
Champion, Scotsman	57–58	116.5	—	202.4	75.8	60.0	35.6	50.3	57.2	56.2	6.8	6.40–15	24F, 20R
Commander	57	116.5	—	202.4	—	—	—	—	56.7	55.7	7.4	6.70–15	24F, 20R
Silver Hawk 6	57	120.5	—	203.9	—	—	—	—	57.2	56.2	6.5	6.40–15	24F, 20R
Silver Hawk V8	57	120.5	—	203.9	—	—	—	—	56.7	55.7	6.5	6.70–15	24F, 20R
Commander	58	116.5	3450	202.4	75.8	59.3	35.6	50.3	57.3	56.3	—	7.50–14	24F, 20R
President	58	120.5	3525	206.4	75.8	58.9	35.6	50.3	57.3	56.3	5.3	8.00–14	24F, 20R
Golden Hawk	58	120.5	3595	203.9	71.3	57.5	34.9	48.6	57.3	56.3	5.3	8.00–14	24F, 20R
Lark VI	59	108.5	2805	175.0	71.4	59.2	26.4	40.1	57.4	56.6	6.1	5.90–15	24F, 20R
Lark VIII	59	108.5	3124	175.0	71.4	58.9	26.4	40.1	57.4	56.6	6.1	6.40–15	24F, 20R
Hawk 6	59	120.5	3010	204.0	71.3	57.4	34.9	48.6	57.3	56.3	6.5	6.40–15	24F, 20R
Hawk V8	59	120.5	3340	204.0	71.3	57.8	34.9	48.6	57.4	56.6	6.87	6.70–15	24F, 20R
[1] Commander, 7.10–15, 26F, 22R. [2] Laden. [3] '57 Models, 24F, 20R.													

All dimensions in inches. † Standard sedan model—4 door where available. * Includes bumper guards.

GENERAL DATA

MAKE & MODEL	YEAR	Wheel-base	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
SUNBEAM													
90 MK IIA, III	53–55	97.5	2905	167.5	62.5	60.75	—	—	47.5	50.5	6.6	5.50–16	22F, 28R
Rapier Series I	57–58	96	2350	159.5	61	58.5	—	—	49	48.5	7	5.60–15	24F, 24R
Rapier Series II	58–59	96	2370	162.5	60.75	58	26.75	39.75	49	48.5	5.75	5.60–15	24F, 24R
TRIUMPH													
Mayflower	53–54	84	2142	156	62	62	—	—	46	49	7	5.50–15	25FR
TR2, TR3	54–59	88	2016	151	55.5	50	—	—	45	45.5	6	5.50–15	25FR
Pennant, 10hp	58–59	84	1624	142	58	59	—	—	48.5	48.5	6	5.60–13	22FR
VAUXHALL													
Wyvern	53–54	103	2300	172.5	67.13	63.5	—	—	53	54.5	7	5.60–15	25FR
Velox	53–54	103	2420	172.5	67.13	63.5	—	—	53	54.5	7	5.90–15	24FR
Velox, Cresta	55–57	103	2495[1]	172.12	66.62	62.5	—	—	53.16	54.5	7	5.90–15	24FW
Velox, Cresta	58–59	105	2550[2]	177.66	68.48	58.75	—	—	54	54	7.04	6.40–13	24FR
Victor	57–59	98	2175[3]	167.9	62.5	57.63[4]	—	—	50	50	6.6[5]	5.60–13[6]	24FW
	[1] Cresta, 2541. [2] Cresta, 2590. [3] S/Wagon, 2325. [4] S/Wagon, 58. [5] S/Wagon, 6.9. [6] S/Wagon, 5.90–13.												
VOLKSWAGEN													
Sedan	53–59	94.5	1609	160.2	66	59	—	—	51	49.2	6.1	5.60–15	17F, 22R
Karmann-Ghia Coupe	57–59	94.5	1720	163	64.8	52.2	—	—	51	49.2	6.1	5.60–15	17F, 22R
VOLVO													
PV 544	58–59	102.5	2140	177	62	61.5	—	—	51	51.8	—	5.90–15	—
122S	59	102.362	—	—	—	—	—	—	—	51.766	—	5.90–15	20F, 23R
WILLYS													
675, 685 Aero models	53–54	108	2465[1]	180.875	72	60	32.84	42.18	58	57	7.562	5.90–15[2]	24FR
685B Lark De Luxe	54	108	2583	183	72	60	32.84	42.18	58	57	7.562	6.40–15	24FR
6-226 Ace, Eagle	54	108	2835[3]	183	72	60.75	32.84	42.18	58	57	7.562	6.40–15	24FR
6-226A, Bermuda, Custom hardtop	55	108	2835[3]	189.88	72	60.75	37.38	44.5	58	57	7.562	6.40–15	24FR
	[1] Ace, Eagle, 2583. [2] Ace, Eagle, 6.40–15. [3] Eagle, Bermuda, 2904.												
WOLSELEY													
6/90 Series I, II	55–59	113.5	3453	188	67	62	—	—	54.375	54.5	7	6.00–15[1]	28FR
15/60	59	99	2410	178	63.5	59	—	—	48.875	49.875	6.25	5.90–14	24FR
	[1] Series I; Series II, 6.40–15.												

All dimensions in inches. † Standard sedan model—4 door where available. * Includes bumper guards.

ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression		Max. Torque (ft. lbs.) @ rpm	Idle Speed (rpm)		Valve Seat Inserts	Engine Lubrication			
								Ratio (To 1)	Pres.		Con. & OD Trans.	Auto. Trans.		Oil Pump Type	Oil Filter System	Crank-case Refill (Qts.)	Normal Oil Pres.
AUSTIN																	
A30	23–56	4-OHV	2.28	3.00	48.8	28–4800	8.3	7.2	140	40–2200	—	—	No	Rot.	BP	3	50–55
A40 Somerset	53–54	4-OHV	2.578	3.50	73.17	42–4500	10.6	7.2	140	58–2400	—	—	No	Rot.	BP	3.5	50
A70 Hereford	53–54	4-OHV	3.125	4.375	134.1	68–3800	15.6	6.8	140	—	—	—	No	Rot.	FF	6	50
Austin Healey 100	54–56	4-OHV	3.437	4.375	162.2	90–4000	18.9	7.5	145	150–2000	—	—	No	Rot.	FF	6	55
A50 Cambridge	55–56	4-OHV	2.875	3.50	90.88	50–4400	13.2	7.2	140	70–2100	—	—	No	Rot.	BP	3.5	55–60
A90 Westminster	55–56	6-OHV	3.125	3.50	161.1	85.4000	23.4	7.3	140	130–2000	—	—	No	Rot.	FF	6	55
A35	57–58	4-OHV	2.478	3.00	57.9	34–4750	9.8	8.3	165	50–2000	—	—	No	Rot.	FF	3	50–55
A55 Cambridge	57–59	4-OHV	2.875	3.50	90.88	51–4250	13.2	8.3	165	81–2000	—	—	No	Rot.	FF	3.5	50
A95, A105 Westminister	57–59	6-OHV	3.125	3.50	161.1	92–4500[1]	23.4	8.25	165	130–2000[2]	—	—	No	Rot.	FF	6	55
Austin Healey 100-Six	57–59	6-OHV	3.125	3.50	161.1	117–4750[1]	23.4	8.7[3]	165	149–3000[2]	—	—	No	Rot.	FF	5.5	55
A40 Farina	58–59	4-OHV	2.478	3.00	57.9	34–4750	9.8	8.3	165	50–2000	—	—	No	Rot.	FF	3	50–55
Austin Healey Sprite	58–59	4-OHV	2.478	3.00	57.9	43–5200	9.8	8.3	165	52–3300	—	—	No	Rot.	FF	3	
A55 Cambridge Mk II	59	4-OHV	2.875	3.50	90.88	53–4350	13.2	8.3	165	83–2100	—	—	No	Rot.	FF	3.5	50
Austin Healey 3000	59	6-OHV	3.282	3.50	177.6	124–4600	26.4	9.03	—	175–3000	—	—	No	Rot.	FF	5.5	55
	[1] A105 and '57 A-H 100-Six, 102–4600.					[2] A105 and '57 A-H 100-Six, 142–2400.				[3] '57 models, 8.25.							
BMW																	
Isetta 300	58–59	1-OHV	2.83	2.87	18.61	15.5–5200	3.2	7.0	—	—	—	—	—	Gear	—	—	—
600	59	2-OHV, O	2.91	2.67	35.7	23–4000	6.77	6.8	—	—	—	—	—	Gear	—	—	—
502	59	8-OHV	3.22	2.95	193	100–4800	33.39	7.0	—	133–2500	—	—	—	Gear	—	—	—
503	59	8-OHV	3.22	2.95	193	140–4800	33.39	7.3	—	162–2000	—	—	—	Gear	—	—	—
BORGWARD																	
Isabella, Combi	56–59	4-OHV	2.95	3.33	91.09	66–4700	14.11	7	120	79.5–2400	450	—	Yes	Gear	BP	4	22
TS, De Luxe, Coupe	56–59	4-OHV	2.95	3.33	91.09	82–4700	14.11	8.2	150	83.8–2400	450	—	Yes	Gear	BP	4	22
BUICK																	
40, 4300	53	8-OHV	3.187	4.125	263.3	125–3800[1]	32.51	7.0[2]	114[3]	224–2200	450	450	No	Gear	FF	4.5	35
50, 70	53	V8-OHV	4.00	3.20	322	164–4000[4]	51.2	8.0[5]	160[6]	286–2200	450	450	No	Gear	FF	6	35
40, 4400 (Std. Trans.)	54	V8-OHV	3.625	3.20	264	143–4300	42.05	7.2	130	228–2400	450	—	No	Gear	FF	5	35
40, 4400 (Auto. Trans.)	54	V8-OHV	3.625	3.20	264	150–4200	42.05	8.1	145	240–2400	—	450	No	Gear	FF	5	35
50	54	V8-OHV	4.00	3.20	322	177–4100[7]	51.2	8.0[5]	150[8]	300–2000	450	450	No	Gear	FF	5	35
4600, 60, 70, M100	54	V8-OHV	4.00	3.20	322	195–4100[9]	51.2	8.0[5]	150[8]	309–2400	450	450	No	Gear	FF	5	35
40, 4400 (Std. Trans.)	55	V8-OHV	3.625	3.20	264	—	42.05	7.5	140	—	450	—	No	Gear	FF	5	35
40, 4400 (Auto. Trans.)	55	V8-OHV	3.625	3.20	264	188–4800	42.05	8.4	155	256–2400	—	450	No	Gear	FF	5	35
4600, 50, 60, 70 (Std. Trans.)	55	V8-OHV	4.00	3.20	322	—	51.2	8.4	155	—	450	—	No	Gear	FF	5	35
4600, 50, 60, 70 (Auto. Trans.)	55	V8-OHV	4.00	3.20	322	236–4600	51.2	9.0	170	330–3000	—	450	No	Gear	FF	5	35
40, 4400	56	V8-OHV	4.00	3.20	322	220–4400[10]	51.2	7.6[11]	140[8]	319–2400	450	450	No	Gear	FF	5	35
4600, 50, 60, 70	56	V8-OHV	4.00	3.20	322	255–4400	51.2	9.5	170	341–3200	—	450	No	Gear	FF	5	35
40, 4400 (Std. Trans.)	57–58	V8-OHV	4.125	3.40	364	—	54.45	8.0	150	380–2400	485	—	No	Gear	FF	4	40
40, 4400 (Auto. Trans.)	57–58	V8-OHV	4.125	3.40	364	250–4400	54.45	9.5	170	380–2400	—	485	No	Gear	FF	4	40
4600, 50, 60, 70, 700	57–58	V8-OHV	4.125	3.40	364	300–4600	54.45	10.0	185	400–3200	485	485	No	Gear	FF	4	40
4400 (Std. Trans.)	59	V8-OHV	4.125	3.40	364	—	54.45	8.5	150	384–2400	475	—	No	Gear	FF	3	40
4400 (Auto. Trans.)	59	V8-OHV	4.125	3.40	364	250–4400[12]	54.45	10.5	185	384–2400	—	475	No	Gear	FF	3	40
4600, 4700, 4800	59	V8-OHV	4.187	3.64	401	325–4400	56.11	10.5	185	445–2800	—	475	No	Gear	FF	3	40

[1] With Auto. Trans., 130–3800. [2] Auto. Trans., 7.6. [3] Auto. Trans., 120. [4] Auto. Trans., 170–4000. [5] Auto. Trans., 8.5. [6] Auto. Trans., 170.
[7] Auto. Trans., 182–4100. [8] Auto. Trans., 160. [9] Auto. Trans., 200–4100. [10] With Auto. Trans. [11] Auto. Trans., 8.9.
[12] With power pack, 300–4400.

CADILLAC

All	53–54	V8-OHV	3.812	3.625	331	210–4150	46.5	8.25	203	330–2700	—	400	No	Gear	BP	4	30–35
All	55	V8-OHV	3.812	3.625	331	250–4600[1]	46.5	9.0	212–230	345–2800[2]	—	400[3]	No	Gear	BP	4	30–35
All	56	V8-OHV	4.00	3.625	365	285–4600[4]	51.2	9.75	212–230	400–2800[5]	—	400[6]	No	Gear	BP	4	30–35
All	57	V8-OHV	4.00	3.625	365	300–4800[7]	51.2	10.0	212–230	400–2800[5]	—	420[8]	No	Gear	BP	4	30–35
All	58	V8-OHV	4.00	3.625	365	310–4800[9]	51.2	10.25	212–230	405–3100[10]	—	450	No	Gear	BP	4	30–35
62, 70, 75 (Std. Eng.)	59	V8-OHV	4.00	3.875	390	325–4800	51.2	10.5	212–230	430–3100	—	480	No	Gear	BP	4	30–35
Eldorado	59	V8-OHV	4.00	3.875	390	345–4800	51.2	10.5	212–230	435–3400	—	480	No	Gear	BP	4	30–35

[1] Eldorado, 270–4800. [2] Eldorado, 345–3200. [3] Eldorado, 475–490. [4] Eldorado, 305–4800. [5] Eldorado, 400–3200.
[6] Eldorado, 490–510. [7] Eldorado, 325–4800. [8] Eldorado, 500. [9] Eldorado Brougham, 335–4800. [10] Eldorado Brougham, 405–3400.

CHEVROLET

All Std. Trans.	53–54	6-OHV	3.562	3.937	235.5	108–3600	30.4	7.1	135	200–2000	475	425	No	Gear	—	4	—
All Auto. Trans.	53–54	6-OHV	3.562	3.937	235.5	115–3600	30.4	7.5	135	204–2000	475	425	No	Gear	—	4	—
All 6 Cyl.	55	6-OHV	3.562	3.937	235.5	123–3800[1]	30.4	7.5	135	207–2000	475	425	No	Gear	—	4	30
All 6 Cyl.	56–57	6-OHV	3.562	3.937	235.5	140–4200	30.4	8.0	145	210–2400	475	425	No	Gear	—	4	30
All V8[2]	55–56	V8-OHV	3.75	3.00	265	162–4400	45	8.0	145	257–2200	475	425	No	Gear	FF	3	30
All V8 Auto. Trans.	56	V8-OHV	3.75	3.00	265	170–4400	45	8.0	145	257–2400	—	425	No	Gear	FF	3	30
All V8 Std. Trans.	57	V8-OHV	3.875	3.00	283	165–4400	48	8.0	150	275–2400	475	—	No	Gear	FF	3	30
All V8 Auto. Trans.	57	V8-OHV	3.875	3.00	283	185–4600	48	8.5	150	275–2400	—	425	No	Gear	FF	3	30
Corvette	57	V8-OHV	3.875	3.00	283	220–4800	48	9.5	150	300–3000	475	425	No	Gear	FF	3	30
All 6 Cyl.	58–59	6-OHV	3.56	3.94	235.5	135–4000[3]	30.4	8.25	130	217–2400	475	450	No	Gear	—	4	35
283 V8	58–59	V8-OHV	3.875	3.00	283	183–4600	48	8.5	150	275–2400	475	450	No	Gear	FF	3	35
348 V8 (4 bbl. carb.)	58–59	V8-OHV	4.125	3.25	348	250–4400	54.6	9.5	160	355–2800	475	450	No	Gear	FF	3	35
283 V8 (4 bbl. carb.)	58–59	V8-OHV	3.875	3.00	283	230–4800	48	9.5	150	300–3000	475	450	No	Gear	FF	3	35
283 V8 (Fuel Inj.)	58–59	V8-OHV	3.875	3.00	283	250–5000	48	9.5	150	305–3800	600	500	No	Gear	FF	3	35
283 V8 (Fuel Inj. & special camshaft)	58–59	V8-OHV	3.875	3.00	283	290–6200	48	10.5	150	290–4400	700	600	No	Gear	FF	3	35
348 V8 (4 bbl. carb., special camshaft)	59	V8-OHV	4.125	3.25	348	300–5600	54.6	11.0	160	350–3600	600	—	No	Gear	FF	3	35
348 V8 (3 x 2 bbl. carbs.)	59	V8-OHV	4.125	3.25	348	280–4800	54.6	9.5	160	355–3200	475	450	No	Gear	FF	3	35
348 V8 (3 x 2 bbl. carbs., spec. camshaft)	59	V8-OHV	4.125	3.25	348	315–5600	54.6	11.0	160	356–3600	600	—	No	Gear	FF	3	35
Corvette 283 V8 (2 x 4 bbl. carbs.)	59	V8-OHV	3.875	3.00	283	245–5000	48	9.5	160	300–3800	475	450	No	Gear	FF	3	35
Corvette 283 V8 (2 x 4 bbl. carbs., SC[4])	59	V8-OHV	3.875	3.00	283	270–6000	48	9.5	160	285–4200	475	475	No	Gear	FF	3	35

[1] Auto. Trans., 136–4200. [2] Std. Trans. models only in '56. [3] 1959; 1958, 145–4200. [4] Special camshaft.

CHRYSLER

C56 and C63, New Yorker	53–54	V8-OHV	3.812	3.625	331.1	180–4000	46.51	7.5	135	328–2800	—	450–500	Ex	Rot.	FF	4	40–65
C60 and C62, Windsor	53–54	6-L	3.437	4.750	264.5	119–3600	28.36	7.0	130	218–1600	—	450–500	Ex	Rot.	FF	4	40–50
C67 Windsor	55	V8-OHV	3.625	3.625	301	188–4400	42.16	8.0	160	275–2400	—	450–500	No	Rot.	FF	4	50–65
C68 New Yorker, C69 Imperial	55	V8-OHV	3.812	3.625	331.1	250–4400	46.45	8.5	180	340–2800	—	450–500	Ex	Rot.	FF	4	50–65
C71 Windsor	56	V8-OHV	3.812	3.625	331.1	225–4400	46.45	8.0	160	290–2800	—	450–500	No	Rot.	FF	4	50–65
C72 New Yorker, Imperial	56	V8-OHV	3.937	3.625	354	280–4600	49.7	9.0	135–175	380–2800	—	450–500	No	Rot.	FF	4	50–65
C75 Windsor	57	V8-OHV	3.937	3.625	354	285–4600	49.7	9.25	160	365–2400	—	450–500	No	Rot.	FF	4	50–65
C76 New Yorker, C57 Imperial	57	V8-OHV	4.00	3.90	392	325–4600	51.2	9.25	135–175	430–2800	—	450–500	No	Rot.	FF	4	50–65
LC2	58	V8-OHV	3.94	3.63	354	290–4400[1]	49.7	10	140–170	385–2000[1]	—	450–500	No	Rot.	FF	4	50–60
LC3 New Yorker	58	V8-OHV	4.0	3.9	392	345–4600	51.2	10	150–170	450–2800	—	450–500	No	Rot.	FF	4	50–60
MC1	59	V8-OHV	4.13	3.38	361	290–4600	54.6	10.0	150–180	395–3000	—	450–500	No	Rot.	FF	4	50–65
MC2	59	V8-OHV	4.25	3.38	383	305–4600	57.8	10.0	150–180	410–2400	—	450–500	No	Rot.	FF	4	45–65
MC3	59	V8-OHV	4.18	3.75	413	350–4600	55.9	10.0	150–180	470–2800	—	450–500	No	Rot.	FF	4	45–65

[1] Saratoga 310 BHP @ 4600, 405 ft. lbs. @ 3200 with 4 bbl. carburetor.

DE SOTO

S16	53	V8-OHV	3.625	3.343	276.1	160–4400	42.05	7.1	155	250–2000	—	450–500	Ex	Rot.	FF	4	40–65
S18, S20	53–54	6-L	3.437	4.750	264.5	119–3600	28.3	7.0	150	218–1600	—	450–500	Ex	Rot.	FF	4	55–65
S19	54	V8-OHV	3.625	3.343	276.1	170–440	42.05	7.5	165	255–2400	—	450–500	Ex	Rot.	Sh	4	50–65
S21, S22	55	V8-OHV	3.718	3.343	291	200–4400[1]	44.28	7.5	135–175	245–2800[2]	—	450–500	Ex	Rot.	Sh	4	50–65
S23	56	V8-OHV	3.72	3.80	330	230–4400	44.3	8.5	135–175	305–2800	—	450–500	No	Rot.	Sh	4	50–65
S24	56	V8-OHV	3.72	3.80	330.5	255–4400	44.3	8.5	135–175	350–3200	—	450–500	No	Rot.	Sh	3,3	50–65
S25, S26	57	V8-OHV	3.78	3.80	341	270–4600[3]	45.7	9.25	135–175	350–2400[3]	—	450–500	No	Rot.	Sh	4	50–65

[1] Fireflite S21, Firedome S22, 185 BHP @ 4400. [2] S21, 274–2800. [3] With 4 bbl. carb. 295 BHP @ 4600, 375 ft. lbs. @ 2800.

FF—Full flow. BP—By pass. Sh—Shunt type.

ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression		Max. Torque (ft. lbs.) @ rpm	Idle Speed (rpm)		Valve Seat Inserts	Engine Lubrication			
								Ratio (To 1)	Pres.		Con. & OD Trans.	Auto. Trans.		Oil Pump Type	Oil Filter System	Crank-case Refill (Qts.)	Normal Oil Pres.
DE SOTO—Continued																	
LS2	58	V8-OHV	3.94	3.63	354	295–4600	49.7	10.0	140–170	385–2000	—	450–500	No	Rot.	FF	4	50–65
LS3	58	V8-OHV	4.125	3.375	361	305–4600	54.4	10.0	140–170	400–2800	—	450–500	No	Rot.	FF	4	50–65
MS2	59	V8-OHV	4.25	3.38	383	305–4600	57.8	10.0	150–180	410–2400	—	450–500	No	Rot.	FF	4	45–65
MS3	59	V8-OHV	4.25	3.38	383	325–4600	57.8	10.0	150–180	425–2800	—	450–500	No	Rot.	FF	4	45–65
DKW																	
3–6 F93, F94	56–59	3-TS	2.795	2.99	54.65	45–4250	9.34	7.1	[1]	53.1–2800	[2]	—	NA	NA	NA	[3]	NA
3–6 1000	58–59	3-TS	2.916	2.99	59.78	48–4500	10.02	7.25	[1]	61.5–2250	[2]	—	NA	NA	NA	[3]	NA

[1] No specification—two stroke engine. [2] Set idle adjustment screw 1.5 to 2 turns open. [3] Lubrication by fuel/oil mixture. 40: 1 ratio.
TS—Two stroke.

DODGE																	
D43 (To engines 3389C & 8269C)	53	6-L	3.375	4.063	218.06	97–3600	27.3	6.7	135	175–1200	450–500	—	Ex	Rot.	BP	4	40–50
D43 (After above engine nos.)	53	6-L	3.375	4.250	228.1	108–3600	27.34	6.7	135	185–1600	450–500	—	Ex	Rot.	BP	4	40–50
D44	53	V8-OHV	3.437	3.250	241.3	140–4400	37.81	7.1	175	220–2000	—	450–500	Ex	Rot.	Sh	4	40–65
D49	54	6-L	3.375	4.250	228.1	108–3600	27.34	7.0	100–130	185–1400	450–500	450–500	Ex	Rot.	Opt.	4	40–45
D50	54	V8-OHV	3.437	3.250	241.3	150–4400	37.81	7.5	175	222–2400	—	450–500	No	Rot.	Sh	4	40–65
D54 Std. Trans.	55	6-L	3.375	4.250	228.1	115–3600	27.34	7.0	100–130	185–1400	450–500	—	Ex	Rot.	Opt.	4	40–45
D54 Auto. Trans., D60	55–56	6-L	3.44	4.50	250.6	125–3600	28.3	7.0	110–140	210–2000	—	450–500	Ex	Rot.	Opt.	4	40–45
D55	55	V8-OHV	3.625	3.250	270	183–4400	42.16	7.6	130–160	245–2000	—	450–500	No	Rot.	Sh	4	50–65
D59 (To engine 1499C)	55	V8-OHV	3.44	3.25	241.3	157–4400	37.81	7.5	125–165	217–2400	450–500	450–500	No	Rot.	Sh	4	50–65
D59 (After), D61 (Up to Engine 6000C)	55–56	V8-OHV	3.625	3.250	270	180–4400	42.16	7.6	125–165	231–2400	450–500	450–500	No	Rot.	Sh	4	50–65
D61 (After Engine 6000C)	56	V8-OHV	3.75	3.13	277	180–4400	45.0	7.5	125–165	258–2400	450–500	450–500	No	Rot.	Sh	4	50–65
D63	56	V8-OHV	3.812	3.312	302.5	200–4400	46.45	8.0	130–160	285–2400	—	450–500	No	Rot.	FF	4	50–65
D64	57	6-L	3.44	4.50	250.6	132–3600	28.3	7.0	100–140	212–2000	450–500	450–500	Ex	Rot.	Opt.	4	40–45
D65	57	V8-OHV	3.812	3.312	302.5	215–4400	46.45	8.0	130–160	285–2400	450–500	450–500	No	Rot.	Sh	4	50–65
D67	57	V8-OHV	3.875	3.312	313	235–4400	48.0	8.0	130–160	300–2400	—	450–500	No	Rot.	Sh	4	50–65
D66, D67 (Imported)	57	V8-OHV	3.69	3.80	325	245–4400	43.9	8.5	155	300–2400	—	450–500	No	Rot.	Sh	4	50–65
LE1, ME1	58–59	6-L	3.44	4.50	250.6	132–3600	28.4	7.7	130	212–2000	450–500	450–500	Ex	Rot.	No	4	40–45
LE2, ME2	58–59	V8-OHV	3.875	3.312	313	220–4400	48.0	8.5	165	325–2800	450–500	450–500	No	Rot.	BP	4	50–65
LD3	58	V8-OHV	3.94	3.63	354	275–4400	49.68	10.0	140–170	370–2000	—	450–500	No	Rot.	FF	4	50–60
MD3	59	V8-OHV	4.13	3.38	361	290–4600	54.6	10	180	395–3000	—	450–500	No	Rot.	FF	4	50–65
EDSEL																	
All 361 Engine	58	V8-OHV	4.05	3.50	361	303–4600	52.49	10.5	180	405–2900	475–500	450–475	No	Rot.	FF	4	45–50
All 410 Engines	58	V8-OHV	4.20	3.70	410	345–4600	56.45	10.5	200	472–2600	—	450–475	No	Rot.	FF	4	45–50
All 6 Cyl.	59	6-OHV	3.62	3.60	223	145–4000	31.54	8.4	150	206–2200	475–500	425–450	No	Gear	FF	3.5	45–50
All 332 Engines	59	V8-OHV	4.00	3.30	332	225–4400	51.20	8.9	180	325–2200	600	500	No	Rot.	FF	4	45–55
All 361 Engines	59	V8-OHV	4.05	3.50	361	303–4600	52.48	9.6	180	390–2900	600	500	No	Rot.	FF	4	45–55
FIAT																	
All 600	59	4-OHV	2.36	2.2	38.63	22–4600	9.06	7.5	—	—	600	—	Yes	Gear	BP	2.64	35–43
All 1100	59	4-OHV	2.68	2.95	66.5	43–4800	14.21	7.0	—	52.4–3200	600	—	Yes	Gear	BP	2.16	35–43
All 1200	59	4-OHV	2.83	2.95	74.48	55–5300	—	8.25	—	60–3000	600	—	Yes	Gear	BP	2.16	35–43
FORD																	
All Mainline	53–54	V8-L	3.19	3.75	239.4	110–3800	32.5	7.2	105–125	196–2100	475	450	No	Gear	BP	4	40–60
Custom, Crestline	54	V8-L	3.19	4.00	255	120–3600	32.5	6.8	100–120	208–2100	475	450	No	Gear	BP	4	40–60

All 272 Engine	55	V8-OHV	3.62	3.30	272	162–4400	42.05	7.6	130	258–2200	475	450	No	Gear	FF	4	45–55
Thunderbird	55	V8-OHV	3.75	3.30	292	198–4400	45	8.1	135	280–2600	475	450	No	Gear	FF	4	45–55
All 6 Cyl.	56	6-OHV	3.62	3.60	223	137–4200	31.54	8	150	202–2200	475–500	425–450	No	Gear	FF	3.5	45–50
All 272 Engine	56	V8-OHV	3.62	3.30	272	173–4400	42.05	8[1]	160	260–2400	475–500	425–450	No	Gear	FF	4	45–50
All 292 Engine	56	V8-OHV	3.75	3.30	292	200–4600	45	8[1]	155	285–2600	475–500	425–450	No	Gear	FF	4	45–50
Optional Thunderbird 312 Engine	56	V8-OHV	3.80	3.44	312	225–4600	46.21	9	165	324–2600	475–500	425–450	No	Gear	FF	4	45–50
All 6 Cyl.	57	6-OHV	3.62	3.60	223	144–4200	31.54	8.6	160	212–2400	475–500	425–450	No	Gear	FF	3.5	45–50
All 272 Engine	57	V8-OHV	3.62	3.30	272	190–4500	42.05	8.6	160	270–2800	475–500	425–450	No	Rot.	FF	4	45–50
Fairlane, Thunderbird—292 Engine	57	V8-OHV	3.75	3.30	292	212–4500	45	9.1	160	297–2700	475–500	425–450	No	Rot.	FF	4	45–50
Optional 312 Engine	57	V8-OHV	3.80	3.44	312	245–4500[2]	46.21	9.7	160	332–3200[2]	475–500	425–450	No	Rot.	FF	4	45–50
All 6 Cyl.	58	6-OHV	3.62	3.60	223	145–4200	31.54	8.6	150	212–2100	475–500	450	No	Gear	FF	3.5	45–50
All 272 Engine	58	V8-OHV	3.62	3.30	272	190–4500	42.05	8.6	160	279–2400	475–500	450	No	Rot.	FF	4	45–50
All 332 Engine	58	V8-OHV	4.00	3.30	332	240–4600[2]	51.2	9.5	180	334–2400[3]	600	500	No	Rot.	FF	4	45–50
All 352 Engine	58	V8-OHV	4.00	3.50	352	300–4600	51.2	10.2	180	395–2800	600	500	No	Rot.	FF	4	45–50
All 361 Engine	58	V8-OHV	4.05	3.50	361	303–4600	52.49	10.5	180	405–2900	600	500	No	Rot.	FF	4	45–50
All 6 Cyl.	59	6-OHV	3.62	3.60	223	145–4000	31.54	8.4	150	206–2200	475–500	425–450	No	Gear	FF	3.5	45–50
All 292 Engine (U.S. pro'd)	59	V8-OHV	3.75	3.30	292	200–4400	45.0	8.8	160	285–2200	600	500	No	Rot.	FF	4	45–55
All 332 Engine	59	V8-OHV	4.00	3.30	332	225–4400	51.2	8.9	180	325–2200	600	500	No	Rot.	FF	4	45–55
All 352 Engine	59	V8-OHV	4.00	3.50	352	300–4600	51.2	9.6	180	380–2800	600	500	No	Rot.	FF	4	45–55
All 361 Engine	59	V8-OHV	4.05	3.50	361	303–4600	52.48	9.6	180	390–2900	600	500	No	Rot.	FF	4	45–55
Thunderbird 430 Engine	59	V8-OHV	4.30	3.70	430	345–4400	59.17	10.0	200	480–2800	425–500	450–475	No	Rot.	FF	4	35–50

[1] 8.4 ratio with Auto. Trans. [2] With 4 bbl. carb. Two 4 bbl. carbs. 270 BHP @ 4800 and with special cam 285 BHP @ 5200.
[3] Dual carb. With 4 bbl. carb. 265 BHP @ 4600 and 353 ft. lbs. @ 2800.

FORD (British)

Anglia, Prefect, Squire, Escort	54–59	4-L	2.50	3.64	71.55	36–4500	10	7	125	53–2500	—	—	Yes	Gear	BP	1.75[1]	30[2]
Consul	53–55	4-OHV	3.125	3.0	92	50–4400	15.63	6.8	118	74–2000	—	—	Yes	Gear	FF	3.25	50–60[2]
Consul	56–59	4-OHV	3.25	3.13	103.9	59–4400	16.9	7.8	150	91–2300	—	—	Yes	Gear	FF	3	50–60[2]
Zephyr, Zodiac	53–56	6-OHV	3.125	3.0	138	71–4000	23.44	6.8	118	112–2000	—	—	Yes	Gear	FF	4	50–60[2]
Zephyr, Zodiac	56–59	6-OHV	3.25	3.13	155.8	86–4200	25.35	7.8	150	136–2000	—	—	Yes	Gear	FF	3.5	50–60[2]

[1] Before April '55, 2.25. [2] Oil pump relief pressure.

FORD (German)

Taunus 12M	59	4-OHV	3.23	2.79	91.4	60–4560	16.69	7	115–125	81.7–2000	650–700	—	No	Gear	FF	2.25	43–61[1]
Taunus 17M	59	4-OHV	3.3	3.0	103.5	67–4400	17.53	7.1	115–125	97.8–2200	650–700	—	No	Gear	FF	2.5	43–61[1]

[1] Oil pump relief pressure.

HANSA

1100	58–59	4-OHV[1]	2.913	2.519	66–79	40–4250	—	7.3	—	59–2750	—	—	Yes	—	—	2.75	—

[1] Horizontally opposed.

HILLMAN

Minx Series I, II	57–58	4-OHV	3.00	3.00	84.82	51–4000	14.4	8.0	150–155	70–2400[1]	600–700	—	[2]	Rot.	FF	4[3]	30–50
Minx Series	59	4-OHV	3.11	3.00	91.17	52.5–4400	—	8.5	170–180	78–2100	600–700	—	[2]	Rot.	FF	4[3]	30–50

[1] Series II, 72–2200. [2] Available for service. [3] Inc. filter.

HUDSON (for Rambler see Nash and Rambler)

Jet 1C, 2C, 1D, 2D, 3D	53–54	6-L	3.00	4.75	202	104–4000	21.6	7.5	100	158–1400	540–560[1]	575[2]	No	Rot.	—	4.2	40
Jet (dual carbs.)	53–54	6-L	3.00	4.75	202	114–4000	21.6	8.0	100	160–1800	540–560[1]	575[2]	No	Rot.	—	4.2	40
Wasp 4C, 4D	53–54	6-L	3.562	3.875	232	126–4400	30.4	7.0	100	178–2400	540–560[1]	490–510[2]	No	Rot.	—	5.8	40
Super Wasp 5C, 5D	53–54	6-L	3.562	4.375	262	140–4000	30.4	7.0	100	214–1600	540–560[1]	490–510[2]	No	Rot.	—	5.8	40
Super Wasp (dual carbs.)	53–54	6-L	3.562	4.375	262	149–4000	30.4	7.5	100	226–2600	540–560[1]	490–510[2]	No	Rot.	—	5.8	40
Hornet 6 7C, 7D	53–56	6-L	3.812	4.5	308	160–3800[3]	34.9	7.5	100	264–1800	540–560[1]	490–510[2]	No	Rot.	—	5.8	40
Hornet 6 (dual carbs.)	53–56	6-L	3.812	4.5	308	170–4000[4]	34.9	7.5	100	278–2600	540–560[1]	490–510[2]	No	Rot.	—	5.8	40
Wasp	55–56	6-L	3.00	4.75	202	115–4000[5]	21.6	7.5	100	158–1400	540–560[1]	490–510[2]	No	Rot.	—	4.2	40
Wasp (dual carbs.)	55–56	6-L	3.00	4.75	202	126–4000[6]	21.6	8.0	100	168–1800	540–560[1]	490–510[2]	No	Rot.	—	4.2	40
Hornet (320 V8)	55	V8-OHV	3.812	3.5	320	208–4200	46.5	8.25	140	300–2000	425	425[2]	No	Gear	BP	4.2	10–425
Hornet (352 V8)	56	V8-OHV	4.00	3.5	352	220–4600	51.2	9.55	140	320–2200	425	425[2]	No	Gear	BP	4.2	10–425
Hornet (327 V8)	57	V8-OHV	4.00	3.25	327	255–4700	51.2	9.0	140	345–2600	550	425[2]	No	Gear	BP	4.2	10–600

[1] 575 with O.D. [2] Selector in neutral. [3] '56, 165–3800. [4] '56, 175–4000. [5] '56, 120–4000. '56, 130–4000.

BP—By pass. FF—Full flow. Sh—Shunt type.

ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression		Max. Torque (ft. lbs.) @ rpm	Idle Speed (rpm)		Vave Seat Inserts	Engine Lubrication			
								Ratio (To 1)	Pres.		Con. & OD Trans.	Auto. Trans.		Oil Pump Type	Oil Filter System	Crank-case Refill (Qts.)	Normal Oil Pres.
HUMBER																	
Super Snipe	59	6-OHV	3.25	3.25	161.5	123–4900	—	8	170–175	138.3–1600	—	400–500	Yes	Rot.	FF	3.75	45–50
IMPERIAL																	
LY1	58	V8-OHV	4.0	3.9	392	345–4600	51.2	10	160	450–2800	—	450–500	No	Rot.	FF	4	50–60
MY1	59	V8-OHV	4.18	3.75	413	350–4600	55.9	10	150–180	470–2800	—	450–500	No	Rot.	FF	4	45–65
JAGUAR																	
XK120	53–55	6-OHC	3.268	4.173	210	160–5200	25.6	8	120	195–2500	500	600	Yes	Gear	FF	10.5	40–45
Mk VII	53–57	6-OHC	3.268	4.173	210	190–5500	25.6	8	120	203–3000	500	600	Yes	Gear[1]	FF	9.5	40–45
XK140	55–57	6-OHC	3.268	4.173	210	190–5500	25.6	8	120	213–4000	500	600	Yes	Gear[1]	FF	9.5	40–45
2.4 litre	56–59	6-OHC	3.26	3.01	151.5	112–5750	25.6	8	155	140–2000	500	600	Yes	Rot.	FF	5.5	40–45
3.4 litre	57–59	6-OHC	3.26	4.21	210	210–5500	25.6	8	155	215–3000	500	600	Yes	Rot.	FF	5.5	40–45
XK150	57–59	6-OHC	3.268	4.173	210	210–5500	25.6	8	155	215–3000	500	600	Yes	Rot.	FF	6.5	40–45
XK150S	57–59	6-OHC	3.268	4.173	210	250–2500	25.6	9	165	240–4500	500	600	Yes	Rot.	FF	6.5	40–45
Mk VIII	57–59	6-OHC	3.268	4.173	210	190–5500	25.6	8	155	203–3000	500	600	Yes	Rot.	FF	9.5	40–45
Mk IX	59	6-OHC	3.425	4.17	230.6	220–5500	28.1	8	155	240–2900	500	600	Yes	Rot.	FF	9.5	40–45
OHC—Overhead Camshaft. [1] Rotor from eng. nos. D-6723 (Mk VII), G-1908 (XK140).																	
LAND ROVER																	
88, 107	54–58	4-OISE	3.063	4.134	121.8	52–4000	15	6.9	125	101–1500	400–450	—	Ex	Gear	FF	5	55–65
Series II 2¼ litre	58–59	4-OHV	3.562	3.5	139.5	77–4250	20.3	7	145	124–2500	400–450	—	Ex	Gear	FF	5.5	55–65
Series II 2 litre Diesel	58–59	4-OHV	3.375	3.5	139.5	51.2–3500	—	22.5	—	87–2000	400–450	—	Ex	Gear	FF	5.5	50–60
OISE—Overhead Inlet, Side Exhaust.																	
LINCOLN																	
All	53–54	V8-OHV	3.80	3.50	317	205–4200	46.2	8.0	135	305–2300	—	425–450	No	Gear	FF	4	35–45
All	55	V8-OHV	3.937	3.50	341	225–4400	49.6	8.5	135	332–2500	—	425–450	No	Gear	FF	4	35–45
All	56	V8-OHV	4.0	3.656	368	285–4600	51.2	9.1	140	401–2800	—	425–450	No	Rot.	FF	4	45–50
All	57	V8-OHV	4.0	3.656	368	300–4800	51.2	10.0	160	402–3000	—	425–450	No	Rot.	FF	4	45–50
All	58	V8-OHV	4.30	3.70	430	375–4800	59.17	10.5	200	490–3100	—	425–450	No	Rot.	FF	4	45–50
All	59	V8-OHV	4.30	3.70	430	345–4400	59.17	10.0	200	480–2800	—	450–475	No	Rot.	FF	4	35–50
LLOYD																	
Alexander TS	59	2-OHC[1]	3.03	2.52	36.36	29.5–5000	7.34	7.2	—	29–3000	—	—	Yes	—	—	1.1	—
[1] Air cooled.																	
MERCEDES-BENZ																	
180	58–59	4-OHC	3.34	3.29	115.75	74–4700	17.89	6.8	—	—	—	—	—	—	—	3.5	—
180D (diesel)	58–59	4-OHC	2.93	3.92	107.8	46–3500	14.11	19	—	—	—	—	—	—	—	—	—
190	58–59	4-OHC	3.34	3.29	115.74	84–4800	17.89	7.5	125	107–2800	700–750	—	Yes	Gear	FF	3.5	73.5
190D (diesel)	58–59	4-OHC	3.34	3.29	115.74	55–4000	17.89	21	—	79	—	—	—	—	—	3.5	—
190SL	58–59	4-OHC	3.34	3.29	115.74	120–5800	17.89	8.5	—	—	—	—	—	—	—	3.5	—
219	58–59	6-OHC	3.15	2.866	133.9	100–5000	23.97	8.7	—	—	—	—	—	—	—	5.25	—
220S, 220SE	58–59	6-OHC	3.15	2.866	133.9	120–5200[1]	23–97	8.7	—	—	—	—	—	—	—	5.25	—
300 Automatic	58–59	6-OHC	3.35	3.46	182.75	180–5500	26.85	8.55	132–154	184–2700	—	—	Yes	Gear	FF	8.8	73.5
300SL	58–59	6-OHC	3.35	3.46	182.75	240–6100[3]	26.85	8.55	128–150	217–4800[3]	700	—	Yes	Gear	FF	13.2[2]	57
OHC—Overhead Camshaft. [1] 220SE, 130–5000. [2] Separate oil tank. [3] 250 HP @ 6200 and 228 ft. lbs. @ 5000 rpm with 9.5 compression ratio.																	

MERCURY & MONARCH																		
All	53	V8-L	3.187	4.00	255	125–3800	32.5	7.2	125	218–2200	475–500	425—450	No	Gear	BP	4	40–60
All	54	V8-OHV	3.625	3.10	256	161–4400	42.05	7.5	120	238–2800	475–500	425–450	No	Gear	BP	4	45–55
All	55	V8-OHV	3.750	3.312	292	188–4400	45	7.6	135	274–2500	475–500	425–450	No	Gear	FF	4	45–55
All	56	V8-OHV	3.800	3.440	312	210–4600	46.21	8.0	155	312–2600	475–500	425–450	No	Gear	FF	4	45–55
312 Engine	57	V8-OHV	3.800	3.440	312	255–4600	46.21	9.75	170	340–3000	475–500	425–450	No	Rot.	FF	4	45–55
368 Engine	57	V8-OHV	4.00	3.660	368	290–4600	51.2	10	160	405–2800	475–500	425–450	No	Rot.	FF	4	45–50
Mercury, 383 Engine	58	V8-OHV	4.30	3.30	383	330–4800	59.17	10.5	190	475–3000	425–450	425–450	No	Rot.	FF	4	45–50
Mercury, 430 Engine	58	V8-OHV	4.30	3.70	430	360–4600	59.17	10.5	200	480–3000	—	425–450	No	Rot.	FF	4	45–50
383 Engine	59	V8-OHV	4.30	3.30	383	280–4400	59.17	10.0	190	400–2400	500	450–475	No	Rot.	FF	4	35–50
833 engine (4 bbl. carb.)	59	V8-OHV	4.30	3.30	383	322–4600	59.17	10.0	190	420–2800	500	450–475	No	Rot.	FF	4	35–50
430 Engine	59	V8-OHV	4.30	3.70	430	345–4400	59.17	10.0	200	480–2800	—	450–475	No	Rot.	FF	4	35–50
METEOR																		
Mainline	53–54	V8-L	3.187	3.750	239.4	110–3800	32.5	7.2	125	196–1900	475–500	425–450	No	Gear	BP	4	40–60
Customline, Crestline	53–54	V8-L	3.187	4.00	255.4	120–3600	32.5	6.8	120	208–1900	475–500	425–450	No	Gear	BP	4	40–60
272 Engine	55	V8-OHV	3.625	3.300	272	162–4400	42.05	7.6	130	258–2200	475–500	425–450	No	Gear	FF	4	45–50
6 Cyl.	56	6-OHV	3.625	3.600	223	137–4200	31.54	8	125	202–2200	475–500	425–450	No	Gear	FF	3.5	45–50
272 Engine	56	V8-OHV	3.625	3.300	272	173–4400	42.05	8[1]	130	260–2400	475–500	425–450	No	Gear	FF	4	45–50
Rideau, S/Wagon (292 Engine)	56	V8-OHV	3.750	3.300	292	200–4600	45	8[1]	130	285–2600	475–500	425–450	No	Gear	FF	4	45–50
6 Cyl.	57	6-OHV	3.625	3.600	223	144–4200	31.54	8.6	150	212–2400	475–500	425–450	No	Gear	FF	3.5	45–50
272 Engine	57	V8-OHV	3.625	3.300	272	190–4500	42.05	8.6	160	270–2800	475–500	425–450	No	Rot.	FF	4	45–50
Rideau, Rideau 500 (292 Engine)	57	V8-OHV	3.750	3.300	292	212–4500	45	9.1	160	297–2700	475–500	425–450	No	Rot.	FF	4	45–50
6 Cyl.	58	6-OHV	3.62	3.60	223	145–4200	31.54	8.6	150	212–2100	475–500	450	No	Gear	FF	3.5	45–50
272 Engine	58	V8-OHV	3.62	3.30	272	190–4500	42.05	8.6	160	279–2400	475–500	450	No	Rot.	FF	4	45–50
332 Engine	58	V8-OHV	4.00	3.30	332	240–4600[2]	51.2	9.5	180	334–2400[2]	600	500	No	Rot.	FF	4	45–50
361 Engine	58	V8-OHV	4.05	3.50	361	303–4600	52.49	10.5	180	405–2900	600	500	No	Rot.	FF	4	45–50
6 Cyl.	59	6-OHV	3.62	3.60	223	145–4000	31.54	8.4	150	206–2200	475–500	425–450	No	Gear	FF	3.5	45–50
332 Engine	59	V8-OHV	4.00	3.30	332	225–4400	51.2	8.9	180	325–2200	600	500	No	Rot.	FF	4	45–55
361 Engine	59	V8-OHV	4.05	3.50	361	303–4600	52.49	9.6	180	390–2900	600	500	No	Rot.	FF	4	45–55

[1] 8.4 ratio with auto. Trans. [2] Dual carburetor. With 4 bbl. carb. 265 HP @ 4600 and 353 ft. lbs. @ 2800.

METROPOLITAN																		
1500	57–58	4-OHV	2.875	3.500	90.89	52–4500	13.22	7.2[1]	120–135	77–2500	—	—	No	Rot.	FF	3.5	55–60
1500	59	4-OHV	2.875	3.500	90.89	51–4250	13.22	8.3	—	81–2000	—	—	—	—	—	3.5	—

[1] 8.3 after serial E43117.

MG																		
TD	53–54	4-OHV	2.618	3.543	76.28	54–5200	10.97	7.25	150	64–2600	—	—	No	Gear	FF	5.25	40–45
TF	54–55	4-OHV	2.618	3.543	76.28	57–5500	10.97	8.1	150	—	—	—	No	Gear	FF	5.25	40–45
Magnette Series ZA	55–56	4-OHV	2.875	3.50	90.84	60–	13.22	7.2	150	—	—	—	No	Rot.	BP	4	50
Series A	56–59	4-OHV	2.875	3.50	90.84	72–5500	13.22	8.3	165	77–3500	—	—	No	Rot.	FF	4	50–70
Magnette Series ZB, Mk III	57–59	4-OHV	2.875	3.50	90.84	68–5400	13.22	8.3	165	83–3000	—	—	No	Rot.	FF	4	50
Series A, Twin Cam	59	4-OHC	2.968	3.50	96.91	108–6700	14.1	9.9	215	105–4500	—	—	Yes	Rot.	FF	6.5	50
MORRIS																		
Minor Series MM	53	4-L	2.244	3.543	56.06	27.5–4400	8.05	6.5	110	—	—	—	No	Gear	BP	3.25	45
Oxford Series MO	53	4-L	2.894	3.425	90.1	41–4200	13.4	6.5	110	—	—	—	No	Gear	BP	4.75	45
Minor Series II	54–56	4-OHV	2.28	3.00	48.0	30–4800	8.3	7.2	130	—	—	—	No	Rot.	FF	3.5	45
Oxford Series II	54–56	4-OHV	2.875	3.50	90.88	51–4200	13.22	7.2	150	—	—	—	No	Rot.	BP	4	50
Isis (Six) Series I	55–56	6-OHV	3.125	3.50	161	80	23–43	7.2	150	—	—	—	No	Rot.	FF	5.75	55
Minor 1000	57–59	4-OHV	2.478	3.00	57.85	37–4800	9.8	8.3	150	50–2500	—	—	No	Rot.	FF	3.5	45
Oxford Series III	57–59	4-OHV	2.875	3.50	90.88	55–4350	13.22	8.3	165	78–2400	—	—	No	Rot.	FF	4	50
Isis (Six) Series II	57–58	6-OHV	3.125	3.50	161	90–4500	23–43	8.3	165	124–2000	—	—	No	Rot.	FF	5.75	55
Oxford Series V	59	4-OHV	2.875	3.50	90.88	55–4350	13.22	8.3	165	83–2100	—	—	No	Rot.	FF	4	50

BP—By pass. FF—Full flow.

ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression Ratio (To 1)	Compression Pres.	Max. Torque (ft. lbs.) @ rpm	Idle Speed (rpm) Con. & OD Trans.	Idle Speed (rpm) Auto. Trans.	Valve Seat Inserts	Engine Lubrication Oil Pump Type	Engine Lubrication Oil Filter System	Engine Lubrication Crank-case Refill (Qts.)	Engine Lubrication Normal Oil Pres.
NASH (See also Rambler & Metropolitan)																	
Ambassador	53–56	6-OHV	3.5	4.375	252.6	120–3700	29.4	7.3[1]	120	220–1600	500–550	375[2]	No	Gear	—	5	12
Ambassador (dual carbs.)	53–56	6-OHV	3.5	4.375	252.6	140–4000	29.4	8.0[1]	130[1]	230–2000	550–650	375[2]	No	Gear	—	5	12
Statesman (2 bbl. carb.)	53–55	6-L	3.125	4.25	195.6	100–3800	23.44	7.45	120	155–1600	500–550	375[2]	No	Gear	—	3.3	12
Rambler (184 cu. in.)	53–54	6-L	3.125	4.00	184	85–3800	23.44	7.25	120	150–1600	500–550	375[2]	No	Gear	—	3.3	12
Rambler 6 (195 cu. in.)	54–55	6-L	3.125	4.25	195.6	90–3800	23.44	7.3	120	150–1600	500–550	450[2]	No	Gear	—	3.3	12
Statesman (dual carbs.)	54–55	6-L	3.125	4.25	195.6	110–4000	23.44	8.0	150	155–2000	500–550	450[2]	No	Gear	—	3.3	12
Ambassador (320 V8)	55–56	V8-OHV	3.812	3.5	320	208–4200	46.5	8.25	140	300–2000	425	425[2]	No	Gear	BP	4.2	10
Statesman (2 bbl. carb.)	56	6-OHV	3.125	4.25	195.6	130–4500	23.44	7.47	120	175–1800	500–550	475[2]	No	Gear	—	3.3	12
Rambler 6	56	6-OHV	3.125	4.25	195.6	120–4200	23.44	7.47	120	170–1600	500–550	475[2]	No	Gear	—	3.3	12
Ambassador (352 V8)	56	V8-OHV	4.00	3.5	352	220–4600	51.2	9.55	140	320–2200	425	425[2]	No	Gear	BP	4.2	45
Rambler V8, Ambassador Spl.	56–57	V8-OHV	3.5	3.25	250	190–4900	39.2	8.0	140	240–2000	550	425[2]	No	Gear	—	4.25	10
Rambler 6	57	6-OHV	3.125	4.25	195.6	125–4200	23.44	8.25	120	175–1600	550	475[2]	No	Gear	—	3.3	12
Rambler 6 (2 bbl. carb.)	57	6-OHV	3.125	4.25	195.6	135–4500	23.44	8.25	120	180–1800	550	475[2]	No	Gear	—	3.3	12
Ambassador (327 V8)	57	V8-OHV	4.00	3.25	327	255–4700	51.2	9.0	140	345–2600	550	425[2]	No	Gear	—	4.25	10
[1] '55 and '56, 7.6:1. Comp. press., 120. [2] Selector in neutral.																	
OLDSMOBILE																	
88, Super 88, 98	53	V8-OHV	3.75	3.437	303.7	165–3600	45	8.0	136	280–1800	425	375	No	Gear	FF	4	35–45
88, Super 88, 98	54	V8-OHV	3.875	3.437	324.3	185–4000	48	8.25	—	300–2000	425	400	No	Gear	FF	4	35–45
88	55	V8-OHV	3.875	3.437	324.3	185–4000	48	8.5	—	320–2000	425	400	No	Gear	FF	4	35–45
Super 88, 98	55	V8-OHV	3.875	3.437	324.3	202–4000	48	8.5	—	332–2400	425	400	No	Gear	FF	4	35–45
88	56	V8-OHV	3.875	3.437	324.3	230–4400	48	9.25	—	340–2400	425	400	No	Gear	FF	4	35–45
Super 88, 98	56	V8-OHV	3.875	3.437	324.3	240–4400	48	9.25	—	350–2300	425	400	No	Gear	FF	4	35–45
88, Super 88, 98	57	V8-OHV	4.00	3.687	371	277–4400	51	9.5	—	400–2800	450	425	No	Gear	FF	4	35–45
Dynamic 88	58	V8-OHV	4.00	3.687	371	265–4400	51	9.25	—	390–2400	460	460	No	Gear	FF	3	35–45
Super 88, 98	58	V8-OHV	4.00	3.687	371	305–4600	51	9.25	—	410–2800	460	460	No	Gear	FF	3	35–45
88 (Series 32)	59	V8-OHV	4.00	3.687	371	270–4600[1]	51	9.75	—	390–2800	460	460	No	Gear	FF	3	35–45
Super 88, 98 (Series 35, 38)	59	V8-OHV	4.125	3.687	394	315–4600	54	9.75	—	435–2800	460	460	No	Gear	FF	3	35–45
[1] 300–4600 with 4 bbl. carb.																	
PACKARD																	
2601, 5400	53–54	8-L	3.500	3.750	288	150–4000	39.2	7.7	144	260–2200	400–450	375	No	Gear	BP	5.75	40
2611, 2631, 5401, 5411, 5402	53–54	8-L	3.500	4.250	327	165–3600	39.2	8.0	—	295–2200	400–450	375	No	Gear	BP	5.75	40
5406, 5426, 5431	54	8-L	3.562	4.500	359	212–3600	40.6	8.7	—	330–2200	400–450	375	No	Gear	BP	5.75	40
5540	55	V8-OHV	3.812	3.500	320	225–4600	46.5	8.5	120	325–2600	400–450	400	No	Gear	BP	4	45
5560, 5580, 5640, 5660	55–56	V8-OHV	4.000	3.500	352	240–4600[1]	51.2	8.5	120	350–2800[1]	450–500	450	No	Gear	BP	4	45
5680, 5688	56	V8-OHV	4.125	3.500	374	290–4600[2]	54.45	10.0	—	405–2800	—	450	No	Gear	BP	4	45
57L, 58L	57–58	V8-OHV	3.562	3.625	289	275–4800	40.6	7.5	130–150	333–3200	550	—	No	Gear	BP	4	40
[1] 275 @ 4600 and 380 ft. lbs. @ 2800 with 4 bbl. carb. [2] 310 @ 4600 with two 4 bbl. carbs., on 5688 model.																	
PEUGEOT																	
All 403	59	4-OHV	3.149	2.874	91.75	65–4900	—	7	—	74.5–2500	500	—	Yes	—	—	3.5	—
PLYMOUTH																	
P24 (To engine 14051C)	53	6-L	3.375	4.062	218	97–3600	27.34	6.7	135	175–1200	450–500	—	Ex	Rot.	BP	4	40–50
P24 (After Engine 14051C), P25	53–54	6-L	3.375	4.250	228	108–3600	27.34	7	135	185–1400	450–500	—	Ex	Rot.	Opt.	4	40–50
P26 Std. Trans.	55	6-L	3.375	4.250	228	115–3600	27.34	7	135	185–1400	450–500	—	Ex	Rot.	Opt.	4	40–50

P26 Auto., P28 Std. & Auto. Trans.	55–56	6-L	3.437	4.500	250.6	125–3600	28.3	7.5	135	210–2000	450–500	450–500	Ex	Rot.	Opt.	4	40–45
P30	57	6-L	3.437	4.500	250.6	132–3600	28.4	7.0	100–140	212–2000	450–500	450–500	Ex	Rot.	Opt.	4	40–45
P27 (To Engine 1489C)	55	V8-OHV	3.44	3.25	241.3	157–4400	37.81	7.5	135	217–2400	450–500	450–500	No	Rot.	Sh	4	50–65
P27 (After Engine 1489C)	55	V8-OHV	3.562	3.25	270	167–4400	40.6	7.5	135	231–2400	450–500	450–500	No	Rot.	Sh	4	50–65
P29 (To Engine 6000C)	56	V8-OHV	3.625	3.250	270	180–4400	42.2	8.0	130–160	260–2400	450–500	450–500	No	Rot.	Sh	4	50–65
P29 (After Engine 6000C)	56	V8-OHV	3.75	3.125	277	180–4400	45.0	7.5[1]	130–160	258–2400	450–500	450–500	No	Rot.	FF	4	50–65
P31	57	V8-OHV	3.812	3.312	303	215–4400	46.45	8.0	130–160	285–2400	450–500	450–500	No	Rot.	Sh	4	50–65
LP1	58	6-L	3.44	4.50	250.6	132–3600	28.4	7.0[2]	100–130	212–2000	450–500	450–500	Ex	Rot.	Opt.	4	40–45
LP2	58	V8-OHV	3.88	3.31	313	220–4400	48.0	8.5	125–165	325–2800	450–500	450–500	No	Rot.	Sh	4	50–65
MP1	59	6-L	3.44	4.50	250.6	132–3600	28.4	7.7	100–130	212–200	450–500	450–500	Ex	Rot.	None	4	40–45
MP2	59	V8-OHV	3.88	3.31	313	220–4400	48.0	8.5	125–165	325–4400	450–400	450–500	No	Rot.	Sh	4	50–65

[1] Auto. Trans., 8.0. [2] Auto. Trans., 7.7.

PONTIAC

20, 22, 25 Std. Trans.	53–54	6-L	3.562	4.00	239	115–3800	30.46	7.0	135	193–2000	520–540	—	No	Gear	—	4	30–45
20, 22, 25 Auto. Trans.	53–54	6-L	3.562	4.00	239	115–3800	30.46	7.7	135	197–2000	—	425–450	No	Gear	—	4	30–45
27, 28	53–54	8-L	3.375	3.75	269	122–3600	36.4	6.8	135	227–2200	450–475	365–385	No	Gear	FF	4	30–45
20, 22 (6 Cyl.)	55	6-OHV	3.75	3.937	261	145–4200	33.75	7.8	130	230–2000	475	425	No	Gear	FF	4	35
20, 22 (265 V8)	55	V8-OHV	3.75	3.00	265	162–4400	45	8.0	145	257–2200	475	425	No	Gear	FF	3	30
27, 28 (287 V8)	55	V8-OHV	3.75	3.25	287.2	180–4600	45	8.0	145	264–2400	450–475	390–410	No	Gear	FF	4	35–45
20, 22 (6 Cyl.)	56–57	6-OHV	3.75	3.937	261	148–3800	33.75	8.25	130	230–2000	475	425	No	Gear	FF	4	35
20, 22 (265 V8, Std. Trans.)	56	V8-OHV	3.75	3.00	265	162–4200	45	8.0	145	257–2200	475	—	No	Gear	FF	3	30
20, 22 (265 V8, Auto. Trans.)	56	V8-OHV	3.75	3.00	265	170–4400	45	8.0	145	257–2400	—	425	No	Gear	FF	3	30
27, 28 (316 V8)	56	V8-OHV	3.937	3.25	316.6	227–4800	49.6	8.9	145	297–2400	450–470	450–470	No	Gear	FF	4	35–45
20, 22 (283 V8, Std. Trans.)	57	V8-OHV	3.875	3.00	283	165–4400	48	8.0	150	275–2400	475	—	No	Gear	FF	3	30
20, 22 (283 V8, Auto. Trans.)	57	V8-OHV	3.875	3.00	283	185–4600	48	8.5	150	275–2400	—	425	No	Gear	FF	3	30
27, 28 (347 V8, Std. Trans.)	57	V8-OHV	3.937	3.56	347	227–4500	49.6	8.5	145	333–2300	450–470	—	No	Gear	FF	4	35–45
27, 28 (247 V8, Auto. Trans.)	57	V8-OHV	3.937	3.56	347	352–4600	49.6	10.0	160	354–2400	—	430–450	No	Gear	FF	4	35–45
7000 (6 Cyl)	58	6-OHV	3.75	3.937	261	148–3800	33.75	8.5	130	230–2000	475	425	No	Gear	FF	4	35
7000 (283 V8)	58–59	V8-OHV	3.875	3.00	283	185–4600	48	8.5	150	275–2400	475	450	No	Gear	FF	3	35
7000 (283 V8, 4 bbl. carb.)	58–59	V8-OHV	3.875	3.00	283	230–4800	48	9.5	150	300–3000	475	450	No	Gear	FF	3	35
7000 (348 V8)	58–59	V8-OHV	4.125	3.25	348	250–4400[1]	54.6	9.5	150	355–2800[2]	475	450	No	Gear	FF	3	35
25, 27, 28 (370 V8, Std. Trans.)	58	V8-OHV	4.06	3.56	370	240–4500	52.8	8.6	145	354–2600	460	—	No	Gear	FF	4	35–45
25, 27, 28 (370 V8, Auto. Trans.)	58	V8-OHV	4.06	3.56	370	285–4600	52.8	10.0	160	395–2800	—	490	No	Gear	FF	4	35–45
7000 (6 Cyl.)	59	6-OHV	3.75	3.94	261	150–4000	33.7	8.25	130	235–2000	475	450	No	Gear	FF	4	35
21, 24, 27, 2800 (389 V8, Std. Trans.)	59	V8-OHV	4.06	3.75	389	245–4200[3]	52.8	8.6	145	392–2000[4]	490	—	No	Gear	FF	4	30–40
21, 24, 27, 2800 (389 V8, Auto. Trans.)	59	V8-OHV	4.06	3.75	389	280–4400[5]	52.8	10.0	160	408–2800[6]	—	490	No	Gear	FF	4	30–40

[1] With 3 x 2 bbl. carbs., 280–4800. [2] With 3 x 2 bbl. carbs., 355–3200. [3] With 4 bbl. carbs., 260–4200. With 3 x 2 bbl. carbs., 315–4600.
[4] With 3 x 2 bbl. carbs., 425–3200. With 4 bbl. carb., 400–2800. [5] With 3 x 2 bbl. carbs., 315–4600. With 4 bbl. carb., 300–4600.
[6] With 3 x 2 bbl. carbs., 425-3200. With 4 bbl. carb., 420–2800.

PORSCHE

356A 1600	59	4-OHV[1]	3.25	2.91	96.5	70–4500	—	7.5	—	81.2–2800	600–800	—	Yes	Gear	BP	4.4	—
356A 1600S	59	4-OHV[1]	3.25	2.91	96.5	88–5000	—	8.5	—	86.2–3700	700–800	—	Yes	Gear	BP	4.4	—

[1] Horizontally opposed, Air cooled.

RAMBLER (See also NASH)

American 01	58–59	6-L	3.125	4.25	195.6	90–3800	23.44	8	—	150–500	550	475	No	Gear	BP[1]	3.2	50
Rambler 10 Series, 6 Cyl.	58–59	6-OHV	3.125	4.25	195.6	127–4200[2]	23.44	8.7	—	180–1600	550	475	No	Gear	BP[1]	3.2	50
Rebel V8, 20 Series	58–59	V8-OHV	3.50	3.25	250	215–4900	39.2	8.7	—	260–2500	550	425	No	Gear	FF[1]	3.2	55
Ambassador V8, 80 Series	58–59	V8-OHV	4.00	3.25	327	270–4700	51.2	9.7	—	360–2600	425	No	No	Gear	FF	3.2	55

[1] Optional. [2] 138 BHP @ 4500 and 185 ft. lb. @ 1800 with optional Carter WCD 2 bbl. carb.

BP—By pass. FF—Full flow. Sh—Shunt type.

ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression Ratio (To 1)	Compression Pres.	Max. Torque (ft. lbs.) @ rpm	Idle Speed (rpm) Con. & OD Trans.	Idle Speed (rpm) Auto. Trans.	Valve Seat Inserts	Engine Lubrication Oil Pump Type	Engine Lubrication Oil Filter System	Engine Lubrication Crank-case Refill (Qts.)	Engine Lubrication Normal Oil Pres.
RENAULT																	
Dauphine	57–59	4-OHV[1]	2.283	3.1496	51.56	32–4250	5	8[2]	—	45.3–2000	500[3]	—	Yes	—	—	2.5	42.6
[1] Rear mounted. [2] '57 model, 7.5. [3] '59 model, 600.																	
RILEY																	
4-68, One-Point-Five	58–59	4-OHV	2.875	3.50	90.88	68–5400	13.22	8.3	165	83–3200	—	—	No	Rot.	FF	4	50
Z.6	59	6-OHV	3.125	3.50	161	101–4500	23.44	8.3	165	141–2500	—	—	No	Rot.	FF	5.75	50
ROVER																	
75	53–56	6-OISE	2.567	4.134	128.3	75–4200	15.81	7.25	140	111–2500	400–450	—	Yes	Gear	BP	7.5	40–45
75	56–59	6-OISE	2.875	3.5	136.0	80–4500	19.85	7.2	155	113–1750	400–450	—	Yes	Gear	FF	7.5	55–65
90	53–59	6-OISE	2.875	4.13	161	93–4500	19.85	7.5[1]	160[2]	138–1750[3]	400–450	—	Yes	Gear	FF	7.5	55–65
105R, 105S	57–59	6-OISE	2.875	4.134	161	108–4250	19.83	8.5	180	152–2500	400–450	600	Yes	Gear	FF	7.5	55–65
3-litre	59	6-OISE	3.063	4.134	182.7	115–4500	—	8.75	200	164–1500	—	—	—	—	FF	5	—
OISE—Overhead Inlet, Side Exhaust. [1] 6.25 in 1954, 6.73 in 1955. [2] 140 lbs./sq. in. '53 to '55 models. [3] 130 @ 1500 for '54 and '55 models.																	
SIMCA																	
Aronde	58–59	4-OHV	2.91	2.95	77.4	48–4800	13.55	6.8	—	65-2800	—	—	—	—	—	3.6	—
Vedette	59	V8-L	2.60	3.37	143.46	84–4800	21.63	7.2	114–121	112-2600	—	—	No	Gear	—	3.8	50–64
SINGER																	
Gazelle Series III	59	4-OHV	3.11	3.00	91.2	60–4500	—	8.5	180	82.9–2300	600–700	—	Yes	Gear	FF	4	30–50
SKODA																	
440	59	4-OHV	2.67	2.95	66.63	40–4200	11.49	7	—	54–3500	—	—	No	Gear	BP	2.55	35–43
445, 1201	59	4-OHV	2.828	2.95	73.26	45–4200	12.81	7[1]	—	64–2500	—	—	No	Gear	BP	2.55	35–43
450	59	4-OHV	2.67	2.95	66.63	50–5500	11.49	8.4	—	54–3500	—	—	No	Gear	BP	2.55	35–43
[1] 8 to 1 available.																	
STANDARD																	
8 HP	54–57	4-OHV	2.283	2.992	49	33–5000	8.32	7	100	42–2700	500	—	No	Rot.	BP	3.5	50–55
10 HP	55–57	4-OHV	2.480	2.992	57.8	37–5000	9.84	7	100	51–2750	500	—	No	Rot.	BP	3.5	50–55
Vanguard	53–55	4-OHV	3.347	3.622	127.6	68–4200	17.96	7.5	130	113–2000	550	—	No	Rot.	BP	4.25	50
Vanguard, Ensign	56–59	4-OHV	3.347	3.622	127.6	70–4200	17.96	7.5	130	113–2000	550	—	No	Rot.	BP	5.25	75
STUDEBAKER																	
Champion	53–54	6-L	3.0	4.0	169.6	85–4000	21.6	7[1]	140	138–2400	550–600	550–600	No	Gear	BP	4.14	20–40
Commander	53–54	V8-OHV	3.375	3.250	232.6	120–4000	36.4	7[1]	140	190–2000	550–600	550–600	No	Gear	BP	5	20–40
Champion	55	6-L	3.000	4.375	185.6	101–4000	21.6	7.5	140	152–1800	550–600	550–600	No	Gear	BP	4.14	20–40
Commander G8	55	V8-OHV	3.562	2.812	224.3	140–4500	40.61	7.5	140	202–2800	550–600	550	No	Gear	BP	5	20–40
President 6H	55	V8-OHV	3.562	3.250	259.2	175–4500	40.61	7.5	140	250–3000	550–600	550	No	Gear	BP	5	20–40
Champ., S'r. & Flt. Hawk, Scotsman	56–58	6-L	3.000	4.375	185.6	101–4000	21.6	7.8	140	152–1800	550–600	550	No	Gear	BP	4.2	20–40
Power Hawk, Commander 56B	56	V8-OHV	3.562	3.250	259.2	170–4500[2]	40.6	7.8[3]	140	260–2800[2]	550–600	550	No	Gear	BP	4.2	20–40

Sky Hawk, President 56H	56	V8-OHV	3.562	3.625	289	195–4500[4]	40.6	7.8[3]	140	286–2800[4]	550–600	550	No	Gear	BP	4.2	20–40
Golden Hawk	56	V8-OHV	4.0	3.5	352	275–4600	51.2	9.2	120	380–2800	550–600	550	No	Gear	BP	4.2	20–40
Commander	57–58	V8-OHV	3.562	3.250	259.2	180–4500[5]	40.6	8	140	260–2800[5]	550	550	No	Gear	BP	4.2	20–40
Silver Hawk, President	57	V8-OHV	3.562	3.625	289	210–4500[6]	40.6	8	140	300–2800[6]	550	550	No	Gear	BP	4.2	20–40
Golden Hawk	57–58	V8-OHV	3.562	3.625	289	275–4800	40.6	7.5[7]	140	333–3200	550	550	No	Gear	BP	4.2	20–40
Silver Hawk, President	58	V8-OHV	3.562	3.625	289	225–4500	40.6	8.3	—	305–3000	—	—	No	Gear	BP	4.2	20–40
Lark VI, Silver Hawk	59	6-L	3.0	4.0	169.6	90–4000	21.6	8.3	—	145–2000	—	—	No	Gear	BP	4.2	20–40
Lark VIII, Silver Hawk V8	59	V8-OHV	3.56	3.25	259.2	180–4500[8]	40.6	8.8	—	260–2800[8]	—	—	No	Gear	BP	4.2	20–40

[1] 7.5 in '54 models. [2] 185 BHP @ 4500 and 265 lb. ft. @ 2800 with 4 bbl. carb. and dual exhaust. [3] 8.3 ratio optional.
[4] 210 BHP @ 4500 and 292 lb. ft. @ 2800 optional. [5] 195 BHP @ 4500 and 265 lb. ft. @ 2800 with 4 bbl. carb.
[6] 225 BHP @ 4500 and 305 lb. ft. @ 3000 optional. [7] Supercharged. [8] 195 BHP @ 265 lb. ft. @ 3000 with optional 4 bbl. carb. & dual exhausts.

SUNBEAM

90 Mk II	53	4-OHV	3.187	4.33	138.2	70–4000	16.25	6.45	115	113–2400	600–700	—	No[1]	Gear	BP	5.25	40–45
90 Mk IIA	54	4-OHV	3.187	4.33	138.2	77–4100	16.25	7.42	145	120–2400	600–700	—	No[1]	Gear	BP	5.25	40–45
90 Mk III	55–56	4-OHV	3.187	4.33	138.2	85–4400	16.25	7.5	145	120–2400	600–700	—	No[1]	Gear	BP	5.25	40–45
Rapier Series I	57	4-OHV	3.00	3.00	84.82	62–5000	14.4	8.0	155	73–3000	600–700	—	No[1]	Rot.	FF	4[2]	30–50
Rapier Series II	58–59	4-OHV	3.11	3.00	91.2	73–5200	—	8.5	171	81–3000	600	—	No[1]	Rot.	FF	4[2]	30–50

[1] Available for service. [2] Including filter.

TRIUMPH

Mayflower	53–54	4-OHV	2.48	3.94	76.1	38–4200	9.85	6.8	100	60–2200	—	—	No	—	—	3	40–60
TR2, TR3	54–59	4-OHV	3.268	3.622	121.5	100–5000	17.1	8.5	130	117–3000	—	—	No	—	FF	5	75
Pennant, Sedan, Estate Wagon	58–59	4-OHV	2.480	2.992	57.8	37–5000	9.9	8	120	600–2700	500	—	No	Rot.	BP	3.5	40–60
Herald 4 seater	59	4-OHV	2.480	2.992	57.8	40–4500	10	8	—	—	—	—	—	—	—	—	—
Herald 2 Seater coupe	59	4-OHV	2.480	2.992	57.8	52–6000	10	8.5	—	—	—			—	—	—	—

VAUXHALL

Wyvern	53	4-OHV	2.736	3.740	88	35–3200	12	6.4	100	71–1800	—	—	No	Gear	BP	4.25	25–35
Velox	53	6-OHV	2.736	3.94	138.8	58–3500	17.96	6.75	100	106–1100	—	—	No	Gear	BP	5.0	25–35
Wyvern	54–56	4-OHV	3.126	3.00	92	45.5–4000	15.63	7.3	110	77.3–2000	—	—	No	Gear	BP	4.25	25–35
Velox, Cresta	54–56	6-OHV	3.126	3.00	138	65.5–4000	23.44	7.3	110	107–1200	—	—	No	Gear	BP	5.0	25–35
Victor	57–59	4-OHV	3.126	3.00	92	54.8–4200	15.63	7.8	125	84.5–2400	450–500	—	No	Gear	BP	3	25–35
Velox, Cresta	57–59	6-OHV	3.126	3.00	92	82.5–4400	23.44	7.8	125	124–1800	450–500	—	No	Gear	BP	4	25–35

VOLKSWAGEN

All	53	4-OHV[1]	2.953	2.52	69.01	25–3300	13.92	5.8	85–107	51–2000	500–550	—	Yes	Gear	—	2.2	23–26
All	54–59	4-OHV[1]	3.031	2.52	72.74	36–3700	14.7	6.1[2]	100–414	56–2000	500–550	—	Yes	Gear	—	2.2	28

[1] Horizontally Opposed, Air Cooled. [2] From '55, 6.6.

VOLVO

PV444, PV544, 122S	58–59	4-OHV	3.125	3.150	96.4	85–5500	—	8.2	142–156	87–3500	500–700	—	No	Gear	FF	4.875	36–50

WILLYS

675	53–54	6-L	3.125	3.5	161	75–4000	23.44	6.9	—	125–2000	600	—	No	Gear	—	4	35
685	53–54	6-OISE	3.125	3.5	161	90–4200	23.44	7.6	—	135–1800	600	—	No	Gear	—	4	35
6-226	54–55	6-L	3.312	4.375	226.2	115–3650	26.33	7.3	—	190–1800	500	450	No	Gear	BP	4	35

OISE—Overhead Inlet, Side Exhaust.

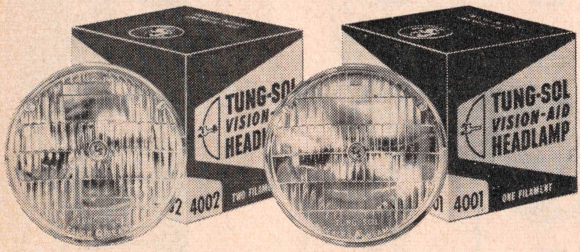
WOLSELEY

6/90 Series I	55–56	6-OHV	3.125	3.50	161	90	23.43	7.2	150	135–2000	—	—	No	Rot.	FF	5.75	55
6/90 Series II	57–59	6-OHV	3.125	3.50	161	101–4500	23.43	8.3	165	141–2500	—	—	No	Rot.	FF	5.75	55
15/60	59	4-OHV	2.875	3.50	90.84	55–4350	13.22	8.3	165	83–2100	—	—	No	Rot.	FF	4	50

BP—By pass. FF—Full flow.

TUNG-SOL®

THE COMPLETE LIGHTING LINE



VISION-AID HEADLAMPS

Whatever the headlighting requirement—passenger car, truck or bus—there's a Vision-Aid headlamp that will deliver long, brilliant service under the roughest road conditions. All Vision-Aid headlamps are equipped with E-Z Aim platforms and fog caps.

DUAL VISION-AIDS

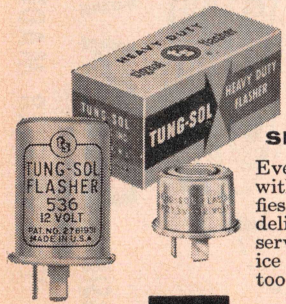
4001 single filament 5¾".
4002 double filament mate to 4001.

STANDARD 7" VISION-AIDS

5040-S, 5400-S, 5440-S, for passenger cars, trucks, buses and all fleet vehicles. 6 and 12-volts.

NEW 6000 SERIES VISION-AIDS WITH SPOTLIGHT LOW BEAM

6006—6v. passenger car;
6012—12v. passenger car;
6013—12v. heavy duty.



SIGNAL FLASHERS

Every car manufacturer—without exception—specifies Tung-Sol flashers to deliver long, trouble-free service . . . the kind of service your customers want, too.

MINIATURE LAMPS

There's a dependable Tung-Sol miniature lamp for every socket—6 or 12 volt.

Northern Electric

COMPANY LIMITED

44 BRANCHES THROUGHOUT CANADA

IS THE EASIEST ***EXTRA PROFIT***

YOU'VE EVER MADE!

Whenever you're doing a repair job, wheel repacking, bearing replacement, brake service job . . . or even just a major lubrication, think of the 10 or more oil seals on every car, truck or tractor. They represent 10 or more *extra profit* opportunities when you stock and install C/R Oil Seals! Your jobber can supply you with a C/R Oil Seal Cabinet Merchandiser . . . complete with special installation tool kit and tool carrier . . . for very little cash outlay. Then, the next time you're in oil seal territory, an extra few minutes will pay for themselves many times over!

ALWAYS REPLACE — NEVER RE-USE

WITH C/R OIL SEALS

Every C/R Oil Seal is precision-protected in a plastic bag from factory to job . . . easy to stock . . . easy to sell . . . easy to install!

A59-2

C/R CHICAGO RAWHIDE

MANUFACTURING CO. OF CANADA LTD.

BRANTFORD ONTARIO

PISTON, RING & PIN DATA

MAKE & MODEL	YEAR	PISTONS		PISTON RINGS								PISTON PINS				
				Compression				Oil Control								
		Skirt Clearance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	Diameter	Length	Over Sizes Avail. (Thous.)	Fit to Piston	Fit to Rod
AUSTIN																
A30	53–56	.0006–12	10–20–30[1]	3–CI	.069	.009	.0015–35	1–CI	.125	.009	.0015–35	.562	2.0	3–5	PP	L
A40 Somerset	53–54	.0012	10–20–30[1]	2–CI[2]	.093	.010	.0015–30	1–CI	.156	.010	.0015–35	.625	2.28	—	PP	L
A70 Hereford	53–54	.0008–26	10–20–30[1]	2–CI	.128	.010	.0015–35	1–CI	.190	.010	.0015–35	.875	2.75	—	PP	L
Austin-Healey 100	54–56	.0012–18	10–20–30[1]	3–CI	.094	.013	.0015–35	1–CI	.156	.013	.0015–35	.875	3.06	1–2–3–4[3]	PP	L
A50 Cambridge	55–56	.0006–12	10–20–30[1]	3–CI	.078	.010	.0015–30	1–CI	.156	.010	.0015–35	.687	2.27	3–5	PP	L
A90 Westminster	55–56	.0008–26	10–20–30[1]	3–CI	.093	.011	.0015–35	1–CI	.187	.011	.0015–35	.875	2.75	1–2–3–4[3]	PP	L
A35	57–58	.0006–12	10–20–30[1]	3–CI	.069	.009	.0015–35	1–CI	.125	.009	.0015–35	.562	2.0	3–5	PP	L
A55 Cambridge	57–59	.0008–14	10–20–30[1]	3–CI	.078	.010	.0015–35	1–CI	.156	.010	.0015–35	.687	2.27	3–5	PP	L
A95, A105 Westminster	57–59	.0008–26	10–20–30[1]	3–CI	.093	.011	.0015–35	1–CI	.187	.011	.0015–35	.875	2.75	1–2–3–4[3]	PP	L
Austin-Healey 100-Six	57–59	.0008–26	10–20–30[1]	3–CI	.093	.011	.0015–35	1–CI	.187	.011	.0015–35	.6245	2.75	1–2–3–4[3]	PP[4]	L
A40 Farina	58–59	.0006–12	10–20–30[1]	3–CI	.069	.009	.0015–35	1–CI	.125	.009	.0015–35	.624	2.18	3–5	PP	L
Austin-Healey Sprite	58–59	.0006–12	10–20–30[1]	3–CI	.070	.009	.0015–35	1–CI	.125	.009	.0015–35	.624	2.18	3–5	PP	L
A55 Cambridge Mk II	59	.0008–14	10–20–30[1]	3–CI	.078	.010	.0015–30	1–CI	.156	.010	.001–3	.687	2.27	3–5	PP	L
	[1] also 40. [2] 3 from eng. no. 177786. [3] Also 5, 6, 10. [4] Fully floating from eng. no. 40501.															
BMW																
Isetta 300	58–59	—	—	3–Ch	—	.012	.0016	1–	—	.008	.008	—	—	—	—	—
600	59	.0024–28	.0071	3–Ch	—	.012	.0016	1–	—	.008	.008	—	—	—	—	—
502, 503	59	.0019–23	—	4–Ch	.078	.039	—	1–Ch	.196	.039	—	.866	—	—	—	—
BORGWARD																
All	56–59	.0016	.39–78[1]	3–CI	.078[2]	.008	.0008	1–CI	.177	.008	.0008	.8661	2.441	—	F	PP
	[1] Also 11.7. [2] Bottom comp. ring .0984.															
BUICK																
40, 4300	53	.0012–18	5–10–20[1]	2–CI	.094	.015	.0015–40	2–CI	.187	.017	.0015–40	.8127	2.688	3–5	FP	F
50, 70	53	.0007–17	5–10–20[1]	2–CI	.078	.015	.002–4	1–St	.187	.0015	.0002–25	.940	3.40[2]	3–5	FP	F
40, 50, 60, 70, M100, 4400, 4600	54–55	.0007–17	5–10–20[1]	2–CI	.078	.015	.002–4	1–St	.186	.025	.0035–95	.940	3.40	3–5	FP	F
40, 50, 60, 70, 4400, 4600	56	.0014–20	5–10–20[1]	2–CI	.078	.015	.002–4	1–St	.186	.025	.0035–95	.940	3.40	—	FP	F
40, 50, 60, 70, 700, 4400, 4600	57–58	.0008–14	5–10–20[1]	2–CI	.007–8	.020	.003–5	1–St	.180–6	.025	.0035–95	.9995	3.50	—	FP	F
4400, 4600, 4700, 4800	59	.0008–14	5–10–20[1]	2–CI	.078	.020	.003–5	1–St	.180–6	.025	.0035–95	.9996	3.520	—	FP	F
	[1] Also 30. [2] Series 40, 3.10.															
CADILLAC																
62, 60, 75	53–54	.0015	10–20–30	2–CI	.078	.015	.0017–35	1–CI	.078	.015	.0008–26	1.000	3.0937	—	.0001	PF
All	55	.0009	10–20–30	2–CI	.0468	.015	.0017–35	1–CI	.1875	.015	.0008–26	1.000	3.0937	—	.0001	PF
All	56–58	.0015	10–20–30	2–CI	.078	.018	.0017–35	1–CI	.1875	.018	.0008–26	1.000	3.0937	—	.0001	PF
62, 60, 75, Eldorado	59	.0015	10–20–30	2–CI	.078	.018	.0022–35	1–CI	.1875	.018	.0013–26	.9996	3.0937	—	.0001	PF
CHEVROLET																
All 6 Cyl.	53–56	.0005–11	10–20–30[1]	2–CI	.0933	.012	.0015–30	1	.1863	.010	.0020–35	.8660	3.181	1–5–3–5	PF	—
All V8	55–56	.0005–11	20–30–40	2–CI	.078	.015	.001–3	1–St	.184	.055	0–.008	.9270	3.110	None	F	PF[2]
All 6 Cyl.	57–58	.0005–11	10–20–30[1]	2–CI	.093	.015	.002–4	1–St	.184	.035	0–.008	.8660	3.168	1.5–3–5	F	L
All 283 V8	57–58	.0006–10	20–30–40	2–CP[3]	.078	.014	.0012–32	1–St	.184	.055	.0006–84	.927	3.00	None	F	L
All 348 V8	58–59	.0008–13	20–30–40	2–CI	.078	.020	.0012–32[4]	1–St	.025	.035	.0005	.9895	3.25	None	F	L
6 Cyl.	59	.0005–11	10–20–30[1]	2–CI	.093	.015	.002–4	1–St	.228	.035	0–.008	.8660	3.168	1.5–3–5	F	L
All 283 V8	59	.0006–10	20–30–40	2–CI	.078	.015	.0012–32	1–St	.228	.035	.0006–84	.927	3.00	None	F	L
	[1] Also 40. [2] Shrunk in rod. [3] Top ring only. [4] Lower ring. Top, .0012–27.															

CHRYSLER																
C60, C62, (6 Cyl.)	53–54	.0005–15	5–20–30[1]	2–CI	.093	.011[2]	.0025–40[3]	2–CI	.156	.015	.011[2]	.859	2.875	3–8	F, FP	F, FP
C56 through C71 models (331 V8)	53–56	.0005–15	10–20–30[4]	2–CI	.078	.015	.0020–35	1–CI	.188	.015	.0010–25	.984	3.14	3–8	F, FP	F, FP
C76 (301 V8)	55	.001	5–20–30[1]	2–CI	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.984	3.045	3–8	F, FP	F, FP
C72, C70, C73, C75, C76, (354 V8)	56–57	.0005–15	5–20–40	2–CI	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.984	3.15	3–8	F, FP	F, FP
LC2 (354 V8)	58	.0015–50	5–20–40	2–CI	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.984	3.15	3–8	F, FP	F, FP
LC3 (392 V8)	58	.0015–50	5–20–40	2–CI	.078	.019	.0020–35	1–CI	.186	.015	.0010–25	.984	3.15	3–8	F, FP	F, FP
MC1	59	.0005–10	5–20–40	2–CI	.078	.019	.0020–35	1–CI	.186	.019	.0010–25	1.093	3.56	None	F, FP	F, FP
MC2, MC3	59	.0005–10	5–20–40	2–CI	.078	.019	.0015–30	1–CI	.186	.019	.001–3	1.093	3.56	None	F, FP	F, FP

[1] Also 40, 60. [2] C60, C62, .015. [3] Upper; intermediate, .0020–35. [4] Also 40, 50, 60.

DE SOTO																
S18, S20	53–54	.0002–12	5–20–30[1]	2–CP[2]	.093	.011	.0025–40[3]	2–CI	.156	.011	.0010–25	.859	2.875	3–8	F, FP	F, FP
S16, S19	53–54	.0010–15	10–20–30[4]	2–TP	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.922	3.065	3–8	F, FP	F, FP
S21, S22	55	.001	5–20–30[1]	2–TP	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.922	3.065	3–8	F, FP	F, FP
S23, 24	56	.0008–12	5–20–40	2–TP	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.922	3.07	3–8	F, FP,	F, FP
S25, S26	57	.0008–12	5–20–40	2–TP	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.922	3.07	3–8	F, FP	F, FP
S27	57	.0005–15	5–20–40	2–TP	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.922	3.07	3–8	F, FP	F, FP
LS2	58	.0005–15	5–20–40	2–TP	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.984	3.15	3–8	F, FP	F, FP
LS3	58	.0005–15	5–20–40	2–TP	.078	.019	.0020–35	1–CI	.188	.019	.0010–25	1.093	3.44	None	F, FP	F, FP
MS2, MS3	59	.0005–10	5–20–40	2–CI	.078	.019	.0015–30	1–CI	.186	.019	.001–3	1.093	3.56	None	F, FP	F, FP

[1] Also 40, 60. [2] Top; lower, tin plated. [3] Top; lower, .0020–35. [4] Also 40, 50, 60.

DKW																
3–6 F93, F94	56–59	.002	.0197[1]	3–CI	.08	.016	.0032	NA	NA	NA	NA	.7086	2.3633	[2]	PP	F
3–6 1000	58–59	.0024	.0098[3]	3–CI	.08	.016	.0032	NA	NA	NA	NA	.7086	2.3622	[2]	PP	F

[1] Also 393, 590, 787. [2] If con. rod bushing exceeds .71063 inside dia., replace bushing. [3] Also .0197, 393, 590, 787.

DODGE																
D43 (6 Cyl.)	53	.0002–12	5–20–30[1]	2–TP	.094	.011	.0025–40[2]	2–CI	.156	.011	.0010–25	.858	2.875	3–8	F, FP	F, FP
D44, D50, D55, D63, (V8)	53–56	.0010–15	10–20–30[3]	2–TP	.078	.011	.0020–35	1–CI	.186	.011	.0010–25	.859	2.88	3–8	F, FP	F, FP
D49, D54 (6 Cyl.)	54–55	.0007	5–20–30[1]	2–CP[5]	.094	.011	.0020–35	2–CI	.156	.011	.0010–25	.858	2.875	3–8	F, FP	F, FP
D59 (To engine D59–1489C)	55	.0015–50	5–20–40[4]	2–CP[5]	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.859	2.88	3–8	F, FP	F, FP
D59 (After above nos.)	55	.0008–12	5–20–40[4]	2–CP[5]	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.859	2.88	3–8	F, FP	F, FP
D60, D64 (6 Cyl.)	56–57	.0007	5–20–30[1]	2–CP[5]	.078	.015	.0020–35	1–CI	.155	.015	.0010–25	.859	2.87	3–8	F, FP	F, FP
D 61 (V8, to engine D61-6000C)	56	.0005–15	5–20–30[1]	2–CP[5]	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.984	2.995	3–8	F, FP	F, FP
D61 (V8, after above no.), D65	56–57	.0005–15	5–20–40[4]	2–CP[5]	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.984	2.995	3–8	F, FP	F, FP
D66, D67, D70, D71 (Imported V8)	57	.0015–50	5–20–30[1]	2–TP	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.922	3.07	3–8	F, FP	F, FP
LE1 (6 Cyl.)	58	.007	5–20–40[4]	2–CP[5]	.078	.015	.0020–35	1–CI	.155	.015	.0010–25	.859	2.87	3–8	F, FP	F, FP
LE2 (V8)	58	.0008–12	5–20–40[4]	2–TP	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.984	2.995	3–8	F, FP	F, FP
LD3 (V8)	58	.0008–12	5–20–40[4]	2–TP	.078	.015	.0020–35	1–CI	.186	.015	.0010–25	.984	3.15	3–8	F, FP	F, FP
ME1	59	.0007[6]	5–20–40[4]	2–CI	.078	.015	.0020–35	1–CI	.155	.015	.0015–35	.859	2.87	3–8	F, FP	F, FP
ME2	59	.0008–12	5–20–40[4]	2–CI	.078	.015	.0020–35	1–CI	.186	.015	.0015–30	.984	2.99	3–8	F, FP	F, FP
MD3	59	.0005–10	5–20–40	2–CI	.078	.019	.0020–35	1–CI	.186	.015	.0010–25	1.093	3.56	None	F, FP	F, FP

[1] Also 40, 60. [2] Top, lower, .0020–35. [3] Also 40, 50, 60. [4] Also 60. [5] Top; lower, tin plated. [6] .75 from bottom.

EDSEL																
361 V8	58–59	.0015–21	20–30–40	2–CI	.078[1]	.021	.0025–40	1–St	.186	.039	[4]	.9750–3	3.16	1–2	F, .0002	F, .0002
410 V8	58	.0015–21	20–30–40	2–CI	.078[1]	.018	.0015–30	1–St	.1845	.035	[4]	.9750–3	3.16	1–2	F, .0002	L, .0012
6 Cyl.	59	.0006–12	20–30–40[2]	2–CI	.0935[3]	.015	.0020–35	1–St	.185	.035	[4]	.9120–3	3.02	1–2	F, .002	F, .002
332 V8	59	.0015–21	20–30–40[2]	2–CI	.078	.018	.0020–35	1–St	.186	.035	[4]	.9750–3	3.16	1–2	F, .002	F, .002
292 V8	59	.0012–18	20–30–40[2]	2–CI	.078	.015	.0020–35	1–St	.185	.035	[4]	.9120–3	3.02	1–2	.0001–3	.0001–3

[1] Lower compression ring .0930. [2] Also 60. [3] Lower ring .0940 max. [4] Snug.

FIAT																
All 600	59	.0013–20	3.9–7.8[1]	1–St	—	.0108	.0017–28	2–St	—	.0078[2]	.0010–20[3]	.7085	—	7–8–19.7	PP	PP
All 1100	59	.0009–17	3.9–7.8[1]	1–St	.0987	.0079	.0019–30	2–St	.0987[4]	.0039[2]	.0019–30[3]	.8656	—	7.8–19.7	PP	PP
All 1200	59	.0013–20	3.9–7.8[1]	1–St	—	.0118	.0039–118	2–St	—	.0118	.002–3	.8656	—	7.8–19.7	PP	PP

[1] Also 15.7, 23.6. [2] No gap on lower ring. [3] Lower ring, .00078–.0024. [4] Lower ring, .1540–.1550.

FORD																
All '53, '54 Mainline (239 V8)	53–54	.0011–22	20–30–40[1]	2–CI	.0933	.012	.0015–30	2–CI	.1863	.012	.0015–30	.7503	2.835	2	.0001–3	.0001–3
255 V8	54	.0011–22	20–30–40[1]	2–CI	.0933	.012	.0015–30	2–CI	.1863	.012	.0015–30	.7503	2.835	2	.0000–2	.0002–4

Ch—Chrome. CI—Cast iron. CP—Chrome plated. F—Floating. FP—Finger push. L—Locked. PF—Press fit. PP—Palm push. St—Steel. TP—Tin plated.

PISTON, RING & PIN DATA

MAKE & MODEL	YEAR	PISTONS		PISTON RINGS								PISTON PINS				
				Compression				Oil Control								
		Skirt Clearance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	Diameter	Length	Over Sizes Avail. (Thous.)	Fit to Piston	Fit to Rod
FORD—Continued																
272 V8	55–58	.0009–15	20–30–40[1]	2–CI	.0960	.019	.0020–35	1–St	.185	.039	[2]	.0122	3.023	1–2	.0001–3	.0001–3
292 V8	55–59	.0009–15	20–30–40[1]	2–CI	.0960	.019	.0020–35	1–St	.185	.039	[2]	.9122	3.023	1–2	.0001–3	.0001–3
Thunderbird (312 V8)	56–57	.0006–12	20–30–40[1]	2–CI	.0778[3]	.017	.0020–35	1–St	.183	.035	[2]	.9122	3.025	1–2	.0001–3	.0001–3
6 Cyl.	56–59	.0006–12	20–30–40[1]	2–CI	.0933[4]	.015	.0020–35	1–St	.185	.035	[2]	.9122	3.023	1–2	.0001–3	.0001–3
332, 352, 361 V8	58–59	.0015–21[5]	20–30–40[1]	2–CI	[6]	.022	.0020–35	1–St	.186	.039	[2]	.975	3.163	1–2	F, .0002	F, .0002
	[1] Also 60. [2] Snug. [3] Lower .0930–.0940. Lower ring, .0940 max. [5] At bottom of skirt. [6] .0775 upper, .0930 lower.															
FORD (British)																
All L-head engines	54–59	.0011–16[1]	1–2.5–5[2]	2–CI	.0763	.010	.0015–30	1–CI	.1547	.010	.0010–25	.6879	2.126	—	F	F
All OHV engines	53–55	.0015–30	2.5–5–15[3]	2–CI	.0777	.014	.0020–45	1–CI	.1863	.014	.001–4	.8122	2.80	—	F	L
All OHV engines	56–59	.0008–13	2.5–5–15[3]	2–CI	.0777	.015	.0020–45	1–CI	.1863	.015	.001–4	.8747	2.80	2	F	F
	[1] At top of skirt. [2] Also 10, 20. [3] Also 30, 45, 60.															
FORD (German)																
Taunus 12M, 17M	59	—	.00197[1]	2–CI	.071[2]	.015	.0016–26	1–CI	.196	.015[3]	.0014–24	.866[4]	2.752	[5]	[6]	F
	[1] Also .0197, .0384, .059. [2] Top ring; intermediate, .1175. [3] 17M, 12 M, .010–19. [4] Dimension varies red or blue paint indicates size fitted. [5] Refer to parts list. [6] Heat piston to 176 F before installing pin.															
HILLMAN																
Minx Series I, II, III, Husky Ser. I	57–59	.0015[1]	10–20–30[2]	2–CP[3]	—	.012	.0015–35	2	—	.012	.0025	.8751	—	None	PP	PP
	[1] ½ in. wide feeler; 1½ lb. pull to withdraw. [2] Also 40. [3] Top ring only.															
HUDSON																
All 202 cu. in. 6 Cyl.	53–54	.0015–25	3–5–10[1]	2–CI[2]	.0775	.007	—	2–CI	.186[3]	.007	—	.750	2.4375	1–2–5–10[4]	PP[5]	PP
All 232, 262, 308 cu. in. 6 Cyl.	53–54	.0015–25	—	2–CI	.0775	.010	—	2–CI	.186[3]	.010	—	.968	2.937	—	PP[5]	PP
All 202 cu. in. 6 Cyl.	55–56	.002	—	2–CI	—	.007	.002–4	2–CI[6]	—	.007	.002–3[6]	.7499	2.4375	—	PP[5]	PP
All 308 cu. in. 6 Cyl.	55–56	.002	—	2–CI	—	.010	.002–4	2–CI[6]	—	.010	.002–3[6]	.968	2.937	—	PP[5]	PP
All 48	55–56	0–.0015	—	2–CI	—	.014	.0015–50	1–CI	—	.014	.0015–50	—	—	—	PP[5]	PP
327 cu. in. V8	57	.0009–15	—	2–CI	—	.015	.002–6	1–St	—	.035	.0001–79	—	—	—	PP	PF
	[1] Also 15, 20, 30. [2] Top ring chrome. [3] Upper; lower, .1545. [4] Also 15, 20. [5] At 200 F. [6] Upper only on '56 engines.															
HUMBER																
Super Snipe	59	—	5–20–40	3	—	.012	.0015–35	1	—	.012	.0015–35	.9377	—	None	PP[1]	PP[1]
	[1] At 68 F approx.															
IMPERIAL																
LY1	58	.0015–50	5–20–40	2–CI	.078	.019	.0020–35	1–CI	.186	.019	.0010–25	.984	3.15	3–8	F, FP	F, FP
MY1	59	.0005–10	5–20–40	2–CI	.078	.019	.0015–30	1–CI	.186	.019	.001–3	1.093	3.56	None	F, FP	F, FP
JAGUAR																
All	53–59	.0015–21	10–20–30	2–CI	.0782	.018	.001–3	1–CI	.156	.014	.001–3	.875	2.845	None	LT	PP
LAND ROVER																
88, 107, 2 litre	53–58	.0025	10–20–30[1]	2	.069	.018	.0005–20	2	.0928[2]	.015	.0005–20	.6874	2.437	3	PP	F
88, 109, 2¼ litre	58–59	.0022–27	10–20–30[1]	2	—	.016	.0005–20	2	—	.016	.0005–20	.8747	3.01	1–3	PP	F
88, 109, 2 litre Diesel	58–59	.004–5	None	3	—	.013	.0025–35	2	—	.013	.0025–35	1.1873	2.75	None	PP	F
	[1] Also 40. [2] No.1; No. 2, .155.															
LINCOLN																
All	53–54	.0007–13	5–20–30[1]	2–CI	.0778	.015	.0015–30	1–CI	.1863	.015	.0015–30	.912	2.175	1–2	.0001–3	.0002–4
All	55	.0009–13	20–30–40	2–CI	.0778	.019	.002–35	1–CI	.1863	.019	.0015–30	.912	3.169	1–2	.0001–3	.0002–4
All	56–57	.0009–15	20–30–40	2–CI	.0778[2]	.018	.0015–30	1–CI	.1863	.021	.0015–30	.912	3.169	1–2	.0001–3	.0002–4
All	58	.0010–29	20–30–40[3]	2–CI	.0778[4]	.020	.0015–30	1–St	.186	.035	[5]	.975	3.49	1–2	.0001–3	.0008–16

All	59	.0010–29	20–30–40[3]	2–CI	.0778[6]	.020	.0015–30[7]	1–St	.186	.035	[5]	.975	3.49	1–2	.0001–3	.0008–16		

[1] Also 40. [2] Lower compression .0925–.0935. Also 60. [4] Lower compression .093–.094. [5] Snug. [6] Lower compression ring .0930–40. [7] Lower compression .001–3.

MERCEDES-BENZ

190	58–59	.0016	9.8–19.7[1]	2–CI	—	.025[2]	.0014–24	2–CI	—	.015[3]	.0014–24	.984	—	—	PP[4]	F		
220S, 220SE	58–59	.0016	9.8–19.7[5]	2–CI	—	.015	.0012–24	2–CI	—	.015[3]	.0012–24	.866	—	—	PP[4]	F		
300	58–59	.002	9.8–19.7	2–CI	—	.025[2]	.0014–34	2–CI	—	.015[3]	.0014–34	.9840	—	—	PP[4]	F		
300SL	58–59	.0016	9.8–19.7	2–CI	—	.015	.0014–24	2–CI	—	.015	.0014–24	.984	—	—	PP[4]	F		

[1] Also 39, 59. [2] Top ring; lower, .018–24. [3] Top ring; lower, .010–16. [4] When piston heated. [5] Also 39.

MERCURY & MONARCH

All	53	.0011–22	20–30–40[3]	2–CI	.0933	.012	.0015–30	2–CI	.1863	.012	.0015–30	.7501	2.835	2	.0001	.0003		
All	54	.0006–12	20–30–40	2–CI	.0933	.019	.0025–30	1–CI	.1863	.019	.0015–30	.9120	—	1–2	.0002	.0003		
All	55	.0006–12	20–30–40	2–CI	.0777	.019	.0020–35	1–St	.1863	.019	.0015–30	.9120	3.023	1–2	.0002	.0002		
All	56	.0006–12	20–30–40	2–CI	.0777	.021	.0020–35[2]	1–St	—	.022	.0015–30	.9120	3.023	1–2	.0002	.0002		
312 V8	57	.0012–18	20–30–40	2–CI	.0777[1]	.017	.0020–35[2]	1–SR	.186	.039	—	.9140	3.023	1–2	.0002	.0002		
368 V8	57	.0012–18	20–30–40	2–CI	.0777[1]	.022	.0015–30[2]	1–SR	.186	.039	—	.9140	3.169	1–2	.0002	.0003		
383 and 430 V8	58–59	.0010–29	20–30–40[3]	2–CI	.0777[1]	.020	.0015–30[2]	1–SR	.186	.035	—	.9751	3.49	None	.0002	.0012		

[1] Top; lower, .093–4. [2] Top; lower, 001–3. [3] Also 60. SR—Steel Rail.

METEOR

Mainline (239 V8)	53–54	.0011–22	20–30–40[1]	2–CI	.0933	.012	.0015–30	2–CI	.1863	.012	.0015–30	.7503	2.835	2	.0002	.0002		
Customline, Crestline (255 V8)	53–54	.0011–22	20–30–40[1]	2–CI	.0933	.012	.0015–30	2–CI	.1863	.012	.0015–30	.7503	2.835	2	.0002	.0003		
272 V8	55–58	.0009–5	20–30–40[1]	2–CI	.0960	.019	.0002–35	1–St	.185	.032	[2]	.0122	3.023	1–2	.0002	.0002		
Rideau, S/Wagon, (292 V8)	56–57	.0009–15	20–30–40[1]	2–CI	.0960	.019	.0002–35	1–St	.185	.037	[2]	.9122	3.023	1–2	.0002	.0002		
6 Cyl	56–59	.0006–12	20–30–40[1]	2–CI	.0933	.015	.0002–35	1–St	.185	.035	[2]	.9122	3.023	1–2	.0002	.0002		
332, 361 V85	58–59	.0015–21	20–30–40[1]	2–CI	[4]	.018	.0002–35	1–St	.186	.039	[2]	.9752	3.163	1–2	F, .0002	.0002		

[1] Also 60. [2] Snug. [3] Lower ring, .0940 max. [4] .0775 upper.

METROPOLITAN

1500	57–59	.0017–23	—	3–CI[1]	.1557	.011	—	1–CI	.1557	.011	—	.6871	2.578	—	PP	L		

[1] Top ring chrome plated.

MG

TD, TF	53–55	.0021–29	10–20–30[1]	2–CI	.0885	.008	.0015–30	1–CI	.1575	.008	.0015–30	.7087	2.3124	—	PP	L		
Magnette Series ZA, ZB, Mk III	55–59	.0010–15	10–20–30	3–CI	.0620	.011	.0015–35	1–CI	.156	.011	.0015–35	.6870	2.4375	3–5	PP	L		
Series A	56–59	.0017–23	10–20–30	3–CI	.0620	.011	.0016–36	1–CI	.1557	.011	.0016–36	.6870	2.271	3–5	PP	L		
Series A Twin-Cam	58–59	.0035–60	10–20–30	3–CI	.055	.011	.0015–35	1–CI	.1557	.011	.0015–35	.875	2.4375	3–5	PP	F		

[1] Also 40, 50, 60. [2] Also 40.

MORRIS

Minor Series MM	53	.002	10–20–30[1]	2–CI	.088	.0045	.001–2	1–CI	.116	.0045	.001–2	.591	1.875	—	PP	L		
Oxford Series MO	53	.002–3	10–20–30[2]	2–CI	.0776	.0113	.0015–35	1–CI	.156	.0113	.0015–35	.75	2.5937	—	PP	L		
Minor Series II	54–56	.0012	10–20–30[3]	3–CI	.069	.009	.001–2	1–CI	.125	.009	.001–2	.562	2.00	3–5	PP	L		
Oxford Series II	54–56	.0015	10–20–30[3]	3–CI	.0776	.011	.0015–80	1–CI	.1557	.011	.0015–30	.6870	2.271	3–5 [4]	PP	L		
Isis (Six) Series I, II	55–58	.0010–25	10–20–30[3]	3–CI	.0933	.012	.0014–34	1–CI	.1872	.010	.0015–35	.8749	2.75	1–2–3–4–5	PP	L[5]		
Minor 1000	57–59	.0015	10–20–30[3]	3–CI	.069	.009	.001–2	1–CI	.125	.009	.001–2	.6245	2.18	3–5	PP	L		
Oxford Series III, IV, V	57–59	.0015	10–20–30[3]	3–CI	.0776	.011	.0015–30	1–CI	.1557	.011	.0015–30	.6870	2.271	3–5	PP	L		

[1] Also 40, 50, 60. [2] Also 50, 60. [3] Also 40. [4] Also 6, 10. [5] Floating on Series II.

NASH (See also Rambler & Metropolitan)

184 and 195.6 cu. in. 6 Cyl.	53–56	.0006–12	—	2–CI	.0933	.010	.002–4	2–CI[1]	.1547	.010[2]	.002–4	.86	2.75	—	TP[3]	L[3]		
252.6 cu. in. 6 Cyl.	53–56	.0009–15	—	2–CI	.0933	.007	.002–4	2–CI[1]	.1547	.007[2]	.002–4	—	—	—	PP[4]	TP[5]		
320, 352 cu. in. V8	55–56	.0–.0015	10–20–30[6]	2–CI	—	.014	.0015–50	1–CI	—	.014	.0015–50	.98[6]	3.25[6]	3–6[6]	PP[4]	PP		
All 250 cu. in. V8	56–57	.0009–15	—	2–CP[2]	.0778	.015	.0020–35	1–St	—	.035	.0010–79	.93	3.187	—	PP	PF		
327 cu. in. V8	57	.0009–15	—	2–CP[2]	.0778	.015	.002–6	1–St	—	.035	.0001–79	.93	3.187	—	PP	PF		
195.6 cu. in. 6 Cyl.	57	.0006–12	—	2–CP	—	.015	.003–5	1–St	—	.035	.0001–84	—	—	—	PP	PF		

[1] Upper ring; lower, U-Flex. [2] Upper ring only. [3] Press fit on '56 models. [4] At 200 F. At 70 F. on '55 6 cyl. models. [5] Locked on '55 models. [6] 352 V8 only.

OLDSMOBILE

All	53	.0005–10	3–5–10[1]	2–CI	.078	.012	.001–3	1–St	.1863	.012	.0018–33	.9803	3.0156	1–3	F	F		
All	54–55	.005–10	10–20–30	2–CI	.078	.012	.001–3	1–St	.1863	.012	.0018–33	.9803	3.1406	1–3	F	F		
All	56	.005–10	10–20–30	2–CI	.078	.012	.001–3	1–St	.183	.023	.0023–39	.9803	3.126	1–3	F	F		

CI—Cast iron. CP–Chrome plated. F—Floating. FP—Finger push. L—Locked. PF—Press fit. PP—Palm push. St—steel. TP—Tin plated.

PISTON, RING & PIN DATA

MAKE & MODEL	YEAR	PISTONS		PISTON RINGS								PISTON PINS				
				Compression				Oil Control								
		Skirt Clearance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	Diameter	Length	Over Sizes Avail. (Thous.)	Fit to Piston	Fit to Rod
OLDSMOBILE—Continued																
All	57	.001	10–20–30	2-CI	.078[2]	.002	.001	1-St	.188	.035	.0023–39	.9803	3.126	1–3	F	F
All	58	.001	10–20–30	2-CI	.078[2]	.018	.001	1-St	.188	.035	.0023–39	.9803	3.126	1–3	F	F
All	59	.0010–15	10–20–30	2-CI	.078[2]	.018	.001–4	1-St	.1861	.035	.0006–66	.9803	3.126	1–3	F	F
	[1] Also 20, 30. [2] Top ring. Lower, .0930–935.															
PACKARD																
2601, 5400 (288 engine)	53–54	.0005–10	5–20–30[1]	2-CI	.093	.013	—	1-CI	.186	.013	—	.875	3.015	3–6	F,[2]	F, FP
2611, 2631, 5401, 5411, 5402 (327 engine)	53–54	.0005–10	5–20–30[1]	2-CI[3]	.093	.013	—	1-CI	.186	.013	—	.875	3.015	3–6	F,[2]	F, FP
5431, 5406, 5426 (359 engine)	54	.0005–10	5–20–30[1]	2-CI[3]	.078	.016	—	1-CI	.186	.016	—	.875	3.015	3–6	F,[2]	F, FP
5540 (320 V8)	55	.0–.0015	10–20–30	2-CI	.078	.015	—	1-CI	.186	.015	—	.9803	3.25	3–6	F,[2]	F, FP
5560, 5580, 5640, 5660 (352 V8)	55–56	.0–.0015	10–20–30	2-CI	.078	.019	—	1-CI	.186	.018	—	.9803	3.25	3–6	F,[2]	F, FP
5680, 5688 (374 V8)	56	.0–.0015	10–20–30	2-CI	.078	.018	—	1-CI	.186	.015	—	.9803	3.25	3–6	F,[2]	F, FP
57L, 58L, (289 V8)	57–58	—	—	2-CI	.078	.012	.002–5	1-CI	.186	.012	.002–5	.875	3.062	—	.0002	L
	[1] Also 40. [2] Palm push fit at 160 deg. F. [3] Chrome top ring.															
PEUGEOT																
403	59	.0019–27	None	2-CI	.0779	.018	.0012[1]	1-CI	.1764	.018	.0008	.866	2.638	1.97–3.94	PP	F
	[1] Lower ring, .0008.															
PLYMOUTH																
P24 (6 Cyl.)	53	.0002–12	5–20–30[1]	2-TP	.094	.011	.0025–40[2]	2-CI	.156	.011	.0010–25	.858	2.875	3–8	F, FP	F, FP
P25, P26 (6 Cyl.)	54–55	.0007	5–20–30[1]	2-CP[3]	.094	.011	.0020–35	2-CI	.156	.011	.0010–25	.858	2.875	3–8	F, FP	F, FP
P27 (241 V8, to engine P27–1489C)	55	.0015–50	5–20–40[4]	2-CP[3]	.078	.015	.0020–35	1-CI	.186	.015	.0010–25	.859	2.88	3–8	F, FP	F, FP
P27 (260 V8, after above no.)	55	.001	5–20–40[4]	2-CP[3]	.078	.015	.0020–35	1-CI	.186	.015	.0010–25	.859	2.88	3–8	F, FP	F, FP
P28, P30 (6 Cyl.)	56–57	.0007	5–20–30[1]	2-CP[3]	.078	.015	.0020–35	1-CI	.155	.015	.0010–25	.859	2.87	3–8	F, FP	F, FP
P29 (to engine P29–6000C, 270 V8)	56	.0005–15	5–20–30[1]	2-CP[3]	.078	.015	.0020–35	1-CI	.186	.015	.0010–25	.984	2.995	3–8	F, FP	F, FP
P29 (after above no., 277 V8), P31	56–57	.0005–15	5–20–40[4]	2-CP[3]	.078	.015	.0020–35	1-CI	.186	.015	.0010–25	.984	2.995	3–8	F, FP	F, FP
LP1 (6 Cyl.)	58	.007	5–20–40[4]	2-CP[3]	.078	.015	.0020–35	1-CI	.155	.015	.0010–25	.859	2.87	3–8	F, FP	F, FP
LP2 (V8)	58	.001	5–20–40[4]	2-TP	.078	.015	.0020–35	1-CI	.186	.015	.0010–25	.984	2.995	3–8	F, FP	F, FP
MP1 (6 Cyl.)	59	.0007	5–20–40[4]	2-CI	.078	.015	.0020–35	1-CI	.155	.015	.0015–35	.859	2.87	3–8	F, FP	F, FP
MP2 (V8)	59	.001	5–20–40[4]	2-CI	.078	.015	.0020–35	1-CI	.186	.015	.0015–30	.984	2.99	3–8	F, FP	F, FP
	[1] Also 40, 60. [2] Top, lower, .0020–35. [3] Top; lower, tin plated. [4] Also 60.															
PONTIAC																
All 6 Cyl.	53–54	.0005–10	5–10–20[1]	2-CI	.078	.012	.0015–30	1-St	.1863	.010	.002–4	.9369	3.0625	1–3–5	0.0002	F
All 8 Cyl.	53–54	.0005–10	5–10–20[1]	2-CI	.0933	.011	.0015–30	1-St	.1863	.012	.0010–25	.9369	2.875	1–3–5	F	F
All 6 Cyl.	55–56	.0005–11	20–30–40	2-CI	.0933	.014	.001–3	1-St	.1846	.035	.001–5	.9270	2.990	1.5–3–5	F	F
All 265 V8	55–56	.0005–11	10–20–30[2]	2-CI	.078	.014	.001–3	1-St	.185	.035	.0–.008	.9270	3.110	None	F	PF[6]
All 287 V8	55–56	.0007–17	5–10–20[1]	2-CI	.078	.015[3]	.0012–27[4]	1-St	.183	.025	.002–4	.9803	3.006[5]	1–3	F	F
All 316 V8	57	.0007–17	5–10–20[1]	2-CI	.078	.015[3]	.0015–30[7]	1-St	.185	.035	.0025–95	.9803	3.13	1–3	F	F
All 6 Cyl.	57–58	.0005–11	5–10–20[1]	2-CI	.0933	.014	.001–3	1-St	.185	.035	.0–.008	.8660	3.168	1.5–3–5	F	F
All 283 V8	57–58	.0006–10	20–30–40	2-CI	.078	.014	.0012–32	1-St	.185	.035	.0006–84	.9270	2.990	None	F	PF[6]
348 V8	58	.0008–13	20–30–40	2-CI	.078	.020	.0012–32	1-St	.228	.035	.0005	.9895	3.25	None	F	L
6 Cyl.	59	.0005–11	20–30–40	2-CI	.093	.014	.002–4	1-St	.186	.035	.0–.008	.8660	3.355	1.5–3–5[8]	F	L
283 V8	59	.0006–10	20–30–40	2-CI	.078	.015	.0012–32	1-St	.185	.035	.0006–84	.9270	2.990	None	F	L
348 V8	59	.0006–10	20–30–40	2-CI	.078	.015	.0012–32	1-St	.228	.035	.0005	.9895	3.25	None	F	L
389 V8	59	.0007–17	5–10–20[1]	2-CI	.078	.021	.0015–30	1-St	.184	.025	.0015–85	.9843	3.25	1–2	F	PF
	[1] Also 30. [2] Also 40. [3] Top; lower, .008–20. [4] Top; lower, .0012–32. [5] '55; '56, 3.13. [6] Shrunk in rod. [7] Top; lower, .0015–35. [8] Also 10.															

PORSCHE																	
1600, 1600S	59	.0006–10	—	2	—	.008	.0014–20	1	—	.008	.0006–12	.86596	—	—	PF	F	
RAMBLER																	
American (6 Cyl.)	58–59	.006–12	—	2-CP[1]	.0933[2]	.015	—	1-CP	[3]	.035	—	.8597	2.75	—	PP	L	
10 Series (6 OHV)	58–59	.006–12	—	2-CP[1]	.0933[2]	.015	—	1-CP	[3]	.035	—	.8597	2.75	—	PP	L	
Rebel V8 20 Series	58–59	.009–15	—	2-CP[1]	.0778	.015	—	1-CP	[3]	.035	—	.9307	3.187	—	PP	L	
Ambassador V8 80 Series	58–59	.009–15	—	2-CP[1]	.0778	.015	—	1-CP	[3]	.035	—	.9307	3.187	—	PP	L	

[1] Top ring. [2] Top ring; lower, .0925–935. [3] Expanding type.

RENAULT																	
Dauphine	57–59	.0014[1]	—	3-CI[2]	.078	.005[3]	—	1-CI	.137	—	—	.551	—	—	FP	FP	

[1] Pistons matched with replaceable cyl. liners. [2] Chrome top ring. [3] Top ring gap preset.

RILEY																	
One-Point-Five	58–59	.0015	10–20–30[1]	3-CI	.0620	.011	.0016–36	1-CI	.1557	.011	.0015–35	.6870	2.271	3–5	PP	L	
4-68	59	.0017–23	10–20–30[1]	3-CI	.0620	.011	.0016–36	1-CI	.1557	.011	.0015–35	.6870	2.271	3–5	PP	L	
2.6	59	.0015	10–20–30[1]	3-CI	.0933	.112	.0014–34	1-CI	.1870	.112	.0014–34	.8749	2.75	3–5	PP	L	

[1] Also 40.

ROVER																	
All	53–59	.0021–26	10–20–30[1]	2	.111	.018	.002–4	2	.111	.015	.002–4	.6873	2.373[2]	1–3	PP	F	

[1] Also 40. [2] '53–'56 75 and 90, 2.437–2.434.

SIMCA																	
Vedette	59	.0012–17	—	2–	—	.015	.001–3[1]	—	—	.015	—	—	—	—	—	—	

[1] No. 2 ring, .001–2.

SINGER																	
Gazelle Series III	59	.0015	10–20–30[1]	2	—	.012	.0015–35	2	—	.012	.0015–35	.8751	—	—	PF[2]	PF[2]	

[1] Also 40. [2] At approx. 68 F.

SKODA																	
440,450	59	.0012	10–20–30[1]	2	.0787	.0148	.0008	2	.0787[2]	.0148	.0008	.709	—	None	Press[3]	F, .0001[3]	
445, 1201	59	.002	10–20	2	.0984	.0148	.0008	2	.0984[2]	.0148	.0008	.709	—	None	Press[3]	F, .0001[3]	

[1] Also 40. [2] Intermediate Semi-Scraper ring; bottom scraper ring .1575 inches. [3] At approx. 68 F.

STANDARD																	
8 hp	54–57	.0016	20–30–40	2-CS	.078	.010	.001–3	1-CS	.156	.012	.001–3	.625	1.957	3–5	PP[1]	F	
10 hp	54–59	.0019	20–30–40	2-CS	.078	.010	.001–3	1-CS	.156	.012	.001–3	.625	1.957	3–5	PP[1]	F	
Vanguard, Ensign	53–59	.0018	20–30–40	2-CS	.078	.015	.001–3	2-CS	.156	.015	.001–3	.875	2.918	3–5	PP[1]	F	

[1] At approx. 68 F.

STUDEBAKER																	
All 6 Cyl.	53–57	.002	—	2-CI	.0937[1]	.012	.002–6	1-CI	.1562	.012	.0015–60	.7493	—	—	FP	L	
All 232, 224, 259 & 289 V8	53–57	.002	—	2-CI	.078	.012	.002–6	1-CI	.1860	.012	.0015–60	.8743	—	—	FP	L	
352 V8	56	.0010–15[3]	10–20–30	2-CI	.078	.019	.0015–50	1-CI	—	.033	.0015–50	.9803	3.25	3–6	PP[3]	F	
All 259, 289 V8	58–59	—	—	2-CI	.0781	.012	—	1-CI	.1875	.012	—	.875	3.062	—	.0002	L	
All 6 Cyl.	58–59	—	—	2-CI	.094[1]	.012	—	1-CI	.1563	.011	—	.75	2.625	—	.0002	L	
All 259 V8	59	—	—	2-CI	.078	.012	.002–5	1-CI	.187	.012	.002–5	.875	3.062	—	.0002	L	

[1] Upper; lower .125. [2] At bottom of skirt. [3] At 160 F.

SUNBEAM																	
90 Mk II, IIA, III	53–55	—	20–30–40	2	—	.012	—	1	—	.012	—	.9449	—	None	PP[1]	PP[1]	
Rapier Series I, II	57–59	.0015[2]	10–20–30[3]	2-CP[4]	—	.012	.0015–35	2[5]	—	.012	.0015–35	.8751	—	None	PP	PP	

[1] Piston heated to 170–190 F. (90–100 F. to fit rod). [2] ½ in. wide feeler; 1½ lb. pull to withdraw. [3] Also 40. [4] Top ring only. [5] One only on Series I.

TRIUMPH																	
Mayflower	53–54	.0015	20–30–40	2-CS	.078	.006	.001–3	1-CS	.156	.0048	.002	.750	2.101	3–5	—	—	
TR2, TR3	54–59	.003	20–30–40	2-CS	.062	.015	.001–3	2-CS	.156	.015	.002	.875	2.918	3–5	—	—	
10 hp Sedan, Estate Wagon, Herald	58–59	.0019	20–30–40	2-CS	.078	.010	.001–3	1-CS	.156	.010	.002	.625	1.957	3–5	PP[1]	F	

[1] At approx. 68 F.

VAUXHALL																	
Wyvern, Velox	53	.0027–37	5–10–20[1]	2-CI	.0941	.014	.0015–30[2]	1-CI	.1866	.114	.001–3	.75	2.728	3	PP	F	
Wyvern, Velox, Cresta	54–59	.002	5–10–20[1]	2-CI[3]	.0941	.014	.0015–30	1-CI	.1861	.114	.001–3	.75	2.728	3	PP	F	
Victor	57–59	.002	5–10–20[1]	2-CI[3]	.078	.014	.0015–35	1-CI	.1876	.115	.0010–27	.75	2.728	3	PP	F	

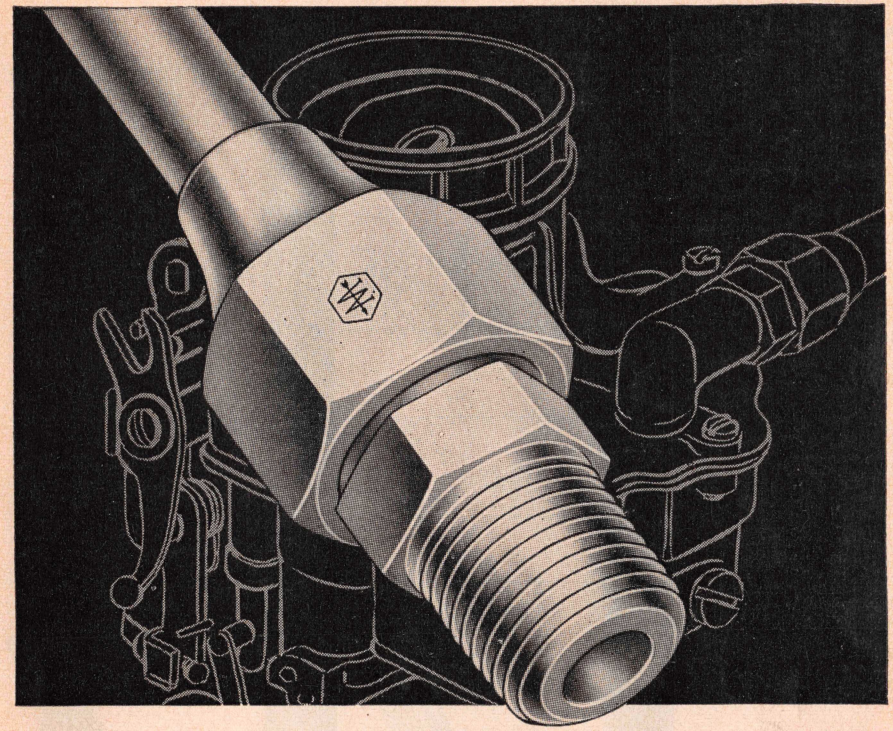
[1] Also 30, 40, 50, 60. [2] Top ring only; lower, .001–3. [3] Top ring only, chrome plated.

CS—Cast steel. CI—Cast iron. CP–Chrome plated. F—Floating. FP—Finger push. L—Locked. PF—Press fit. PP—Palm push. St—steel. TP—Tin plated.

PISTON, RING & PIN DATA

MAKE & MODEL	YEAR	PISTONS		PISTON RINGS								PISTON PINS				
				Compression				Oil Control								
		Skirt Clearance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	Diameter	Length	Over Sizes Avail. (Thous.)	Fit to Piston	Fit to Rod
VOLKSWAGEN																
All	53	.0013–.0022	19.7–39.4	2-CI	—	.015	.0014–.0024	1-CI	—	.015	.001–.002	.7874	—	None	PF[1]	F
All	54–59	.0013–.0022	19.7–39.4	2-CI	—	.015	.0018–.0028	1-CI	—	.013	.001–.002	.7874	—	None	PF[1]	—
[1] At 176 deg. F.																
VOLVO																
PV444, PV544, 122S	58–59	.0012–.0020	10–20–30[1]	2	.078	.015	.0027–.0031	1	.186	.015	.0017–.0029	.748	—	2–4–6	FP	F
[1] Also 40, 50.																
WILLYS																
675, 685	53–54	.001	20–30–40	2-CI	.0937	.012	.0025–.0030	1-CI	.1874	.012	.0017	.7497	2.6562	None	F	L
6-226	54–55	.0012	10–20–25[1]	2-CI	.0932	.012	.003–.5	2-CI	.1547	.012	.0032–.012	.8592	2.779	3–5	L	F
[1] Also 30, 40, 50, 60.																
WOLSELEY																
6/90 Series I, II	55–59	.0010–.0025	10–20–30[1]	3-CI	.0933	.012	.0014–.0034	1-CI	.1870	.012	.0014–.0034	.8749	2.75	1–2–3–4[2]	PP	L
15/60	59	.0010–.0015	10–20–30[1]	2-CI	.0776	.011	.0015–.0035	1-CI	.1557	.011	.0015–.0035	.6870	2.4375	3–5	PP	L
[1] Also 40. [2] Also 5, 6, 10.																

CI—Cast iron. F—Floating. FP—Finger push. L—Locked. PF—Press fit. PP—Palm push.



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- ★ Guaranteed accurate within 2% of maximum scale reading
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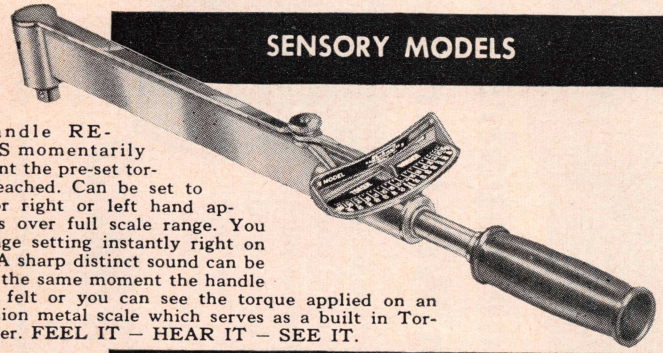

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The handle RELEASES momentarily the instant the pre-set torque is reached. Can be set to signal for right or left hand applications over full scale range. You can change setting instantly right on the job. A sharp distinct sound can be heard at the same moment the handle signal is felt or you can see the torque applied on an Easy Vision metal scale which serves as a built in Torque Tester. FEEL IT – HEAR IT – SEE IT.

CATALOG NUMBER	CAPACITY INCH POUNDS	MECHANICS SUGGESTED NET PRICE
S300-I	0 to 300	$44.90
S600-I	0 to 600	46.40
S1200-I	0 to 1200	48.70
S1800-I	0 to 1800	60.30
S2400-I	0 to 2400	77.75
S3600-I	0 to 3600	103.45
	FOOT POUNDS	
S25	0 to 25	44.80
S50	0 to 50	47.05
S100	0 to 100	49.35
S150	0 to 150	61.10
S200	0 to 200	78.80
S300	0 to 300	104.85

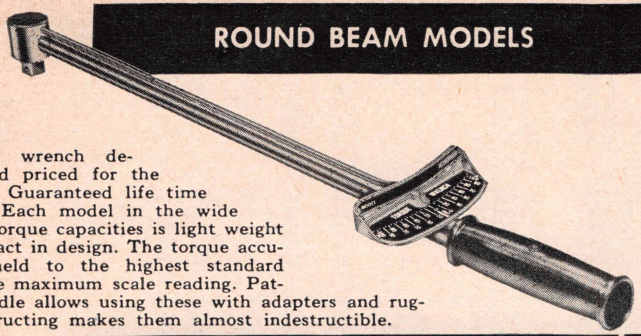
STANDARD MODELS

The same as the Sensory model, but is not equipped with the signalling feature. A deluxe gauge tool that is guaranteed to remain accurate for life and is engineered to cycle a minimum 300,000 times. Metric models also available in all styles.

CATALOG NUMBER	CAPACITY INCH POUNDS	MECHANICS SUGGESTED NET PRICE
F300-I	0 to 300	$30.95
F600-I	0 to 600	34.65
F1200-I	0 to 1200	37.65
F1800-I	0 to 1800	44.95
F2400-I	0 to 2400	67.90
F3600-I	0 to 3600	86.45
	FOOT POUNDS	
F25	0 to 25	30.95
F50	0 to 50	34.65
F100	0 to 100	38.15
F150	0 to 150	45.55
F200	0 to 200	68.80
F300	0 to 300	87.60

List prices may be obtained on request (these prices effective July 1, 1959)

ROUND BEAM MODELS



A torque wrench designed and priced for the mechanic. Guaranteed life time accuracy. Each model in the wide range of torque capacities is light weight and compact in design. The torque accuracy is held to the highest standard 2% of the maximum scale reading. Patented handle allows using these with adapters and rugged constructing makes them almost indestructible.

CATALOG NUMBER	CAPACITY INCH POUNDS	MECHANICS SUGGESTED NET PRICE
DR25-I	0 to 25	$22.65
DR50-I	0 to 50	22.65
DR100-I	0 to 100	22.95
DR200-I	0 to 200	22.95
DR300-I	0 to 300	22.95
R600-I	0 to 600	15.75
R1200-I	0 to 1200	16.90
R1800-I	0 to 1800	21.30
R2400-I	0 to 2400	22.95
	FOOT POUNDS	
DR25	0 to 25	22.95
R50	0 to 50	15.75
R100	0 to 100	16.90
R150	0 to 150	21.30
R200	0 to 200	22.95

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Permits fast and accurate matching and checking of valve springs, clutch springs, etc. Threaded column with vernier scale permits adjustment of test platform to exact test length within .003 of an inch. Built in tone signal device sounds the instant spring is compressed to desired length. Operated by any accurate torque wrench. Spring strength, in pounds, equals the foot-pound reading of the torque wrench.

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ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

MAKE & MODEL	YEAR	VALVE TIMING				BEARING DATA						TORQUE SPECIFICATIONS (Clean unlubricated threads except as noted)				
		Intake		Exhaust		Crankshaft Journal Diameters		Fitting Clearances (Diameter)		Undersizes Available (Thousandths)			Bearings		Manifolds	
		Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
AUSTIN																
A30	53–56	5	45	40	10	1.750	1.438	.0018	.002	20–40	20–40	40	60	33	—	—
A40 Somerset	53–54	5	45	40	10	1.875	1.75	.002	.0015	20–40	20–40	40	60	35	—	—
A70 Hereford	53–54	5	45	40	10	2.479	2.00	.002	.0015	20–40	20–40	65	—	—	—	—
Austin-Healey 100	54–56	5	45	40	10	2.479	2.00	.002	.0015	20–40	20–40	70	—	—	—	—
A50, A55 C'bridge, C'bridge Mk II	55–59	5	45	40	10	2.00	1.875	.002	.002	20–40	20–40	40	60[1]	35	—	—
A90, A95, A105 Westminster	55–59	5	45	40	10	2.374	2.00	.002	.002	20–40	20–40	70	75	50	—	—
A35, A40 Farina, A-H Sprite	57–59	5	45	40	10	1.750	1.625	.0015	.002	20–40	20–40	40	60	33[2]	—	—
Austin-Healey 100-Six	57–59	5	45	40	10	2.374	2.00	.002	.0015	20–40	20–40	75	75	50	—	—
[1] Cambridge Mk II, 70. [2] A40, Sprite, 35.																
BORGWARD																
All	56–59	18	56	56	18	2.1653	1.8898	.00157	.00157	[1]	[1]	70	70	35	—	20
[1] 9.8–19.7–29–39.4																
BUICK																
40, 4300 (Std. Trans.)	53	13	68	55	22	2.562	2.125	.0006–18	.0005–16	1.2–2–20	1–2–20–21	65–70	90–100	40.45	25–30	10–15
40, 4300 (Auto. Trans.)	53	14	71	56	25	2.562	2.125	.0006–18	.0005–16	1.2–2–20	1–2–20–21	65–70	40–100	40–45	25–30	10–15
50, 70	53	25	77	70	42	2.4985	2.249	.0005–30	.0002–22	1–2	2–20–21	63–73	100–110	40–45	25–30	10–15
40, 50, 60, 70, 4400, 4600	54–55	25	67	70	42	2.498	2.249	.0005–30	.0002–22	1–2	2–20–21	63–73	100–110	40–45	25–30	10–15
40, 4400	56	25	77	75	42	2.498	2.249	.0005–25	.0002–23	1–2	2–20–21	63–73	100–110	40–45	25–30	10–15
50, 60, 70, 4600	56	30	82	78	44	2.498	2.249	.0005–25	.0002–23	1–2	2–20–21	63–73	100–110	40–45	25–30	10–15
40, 4400[1]	57–59	25	77	65	37	2.498	2.249	.0005–25	.0002–23	1–2–3	1–2–20–21	65–75	100–110[2]	40–45	25–30	10–15
50, 60, 700, 4600	57–58	34	83	76	41	2.498	2.249	.0005–25	.0002–23	1–2–3	1–2–20–21	65–75	100–110	40–45	25–30	10–15
4400 (Auto. Trans.)	59	35	73	73	37	2.4985	2.2495	.0005–21	.0002–23	1–2–3	1–2–20–21	65–75	110–120	40–45	25–30	10–15
4600, 4700, 4800	59	33	77	75	44	2.4985	2.2495	.0005–21	.0002–23	1–2–3	1–2–20–21	65–75	110–120	40–45	25–30	10–15
[1] '59 series 4400 with Std. Trans. only. [2] '59 4400, 110–120.																
CADILLAC																
All	53–54	22	67	63	27	2.50	2.2490	.0008–25	.0005–20	None	None	65–70	90–100	40–45	25–30	25–30
All	55	19	70	60	30	2.50	2.2490	.0008–25	.0005–20	None	None	65–60	90–100	40–45	25–30	25–30
All	56	22	67	63	27	2.625	2.2490	.0008–25	.0005–20	None	None	65–70	90–100	40–45	25–30	25–30
All	57	25	78	75	28	2.625	2.2490	.0008–25	.0005–20	None	None	65–70	90–100	40–45	25–30	25–30
All	58–59	27	75	73	29	2.625	2.2490	.0008–25	.0005–20	None	None	65–70	90–100	40–45	25–30	25–30
CHEVROLET																
6 Cyl. (Std. Trans.)	53–56	1	39	42	9	[1]	2.311–2	.001–3	.001–3	1–2–10–20–30	1–2–10–20	90–100	100–110	35–45	25–30	15–20
6 Cyl. (Auto. Trans.)	53	16	48	46.5	17.5	[1]	2.311–2	.001–3	.001–3	1–2–10–20–30	1–2–10–20	90–100	100–110	35–45	25–30	15–20
6 Cyl. (Auto. Trans.)	54–56	10	53	49	15	[1]	2.311–2	.001–3	.001–3	1–2–10–20–30	1–2–10–20	90–100	100–110	35–45	25–30	15–20
V8	55–56	18	54	52	20	2.2978–88	1.999–2.0	.001–3	.001–3	1–2–10–20–30	1–2–10–20	60–70	95–105	30–35	25–35	15–20[2]
6 Cyl.	57–58	10.5	53.5	49	15	[1]	2.311–2	.001–3	.001–3	1–2–10–20–30	1–2–10–20	90–95	100–110	35–45	25–35	15–20[2]
283 V8	57–59	12.5[3]	57–5	54.5	15.5	2.2978–88	1.999–2.0	.0008–34	.001–3	1–2–10–20	1–2–10–20	60–70	60–70	30–35	25–35	15–20[2]
348 V8	58–59	18.5[3]	67.5	68.5	25.5	2.498–9	2.199–2.2	.0008–34	.001–3	1–2–10–20	1–2–10–20	60–70	95–105	35–45	25–35	15–20[2]
6 Cyl.	59	16	48	46.5	17.5	[1]	2.311–2	.0008–24[4]	.0007–27	1–2–10–20–30	1–2–10–20	90–95	100–110	35–45	25–35	25–30[5]
[1] No. 1, 2.6835–45; No. 2, 2.7145–55; No. 3, 2.7455–65; No. 4, 2.7765–75. [2] At ends; centre, 25–30. [3] Special camshaft, 35–72–76–31. [4] Nos. 1 & 2; 3 & 4, .0010–26. [5] At ends; centre, 15–20.																

CHRYSLER

C60, C62 (6 Cyl.)	53–54	12	44	50	6	2.5	2.12	.0005–15	.0005–15	1–2–3–10–12[1]	1–2–3–10–12[2]	65–70	75–80	45–50	15–20	15–20
C56, C63 C68, C69, C70 (331 V8)	53–56	15	57	49	15	2.5	2.25	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	80–85	80–85	45–50	25–30	30–35
C67 (301 V8)	55	15	57	49	15	2.5	2.25	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	80–85	85	45	25–30	30–35
C71 (303 V8)	56	14	50	52	12	2.5	2.12	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	80–85	85	45	25–30	30–35
C70, C72, C73, C75 (354 V8)	56–57	15	57	49	15	2.5	2.25	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	80–85	85	45	30	30–35
LC2 (354 V8)	58	13	59	59	17	2.5	2.25	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	30
LC3 (392 V8)	58	15	57	57	15	2.69	2.38	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	70	85	45	30	30
MC1 (361 V8)	59	15	57	57	15	2.63	2.37	.0005–15	.0005–15	1–2–10	1–2–10	70	85	45	30	30
MC2, MC3, (383 & 413 V8)	59	15	57	57	15	2.75	2.37	.0005–15	.0005–15	1–2–10	1–2–10	70	85	45	40	30

[1] Also 20, 30, 40. [2] Also 20, 30, 40.

DE SOTO

S18, S20 (264.5 6 Cyl.)	53–54	12	44	50	6	2.5	2.12	.0005–15	.0005–15	1–2–3–10–12[1]	1–2–3–10–12[2]	65.70	75–80	45.50	15–20	15–20
S16, S19 (276 V8)	53–54	12	52	50	14	2.38	2.062	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	80–85	80–85	45–50	25–30	30–35
S21 (291 V8)	55	12	52	50	14	2.38	2.062	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	30
S22 (291 V8)	55	4	76	54	10	2.38	2.062	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	80–85	85	45	25–30	30–35
S23 (330 V8)	56	4	76	54	10	2.50	2.50	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	30
S24 (331 V8)	56	15	57	49	15	2.50	2.50	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	80–85	85	45	30	30–35
S25, S26 (341 V8)	57	15	57	57	15	2.50	2.25	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
S27 (325 V8)	57	10	58	56	16	2.50	2.25	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
LS2 (354 V8)	58	13	59	59	17	2.50	2.25	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	30
LS3 (361 V8)	58	15	57	57	15	2.63	2.37	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	70	85	45	30	30
MS2 (383 V8)	59	15	57	57	15	2.75	2.37	.0005–15	.0005–15	1–2–10	1–2–10	70	85	45	40	30
MS3 (383 V8)	59	15	57	57	15	2.63	2.37	.0005–15	.0005–15	1–2–10	1–2–10	70	85	45	40	30

[1] Also 20, 30, 40. [2] Also 20, 30, 40.

DKW

3-6 F93, F94	56–59	—	—	—	—	—	—	—	.00197	[1]	[1]	32.5	[2]	—	18	18
3-6 1000	58–59	—	—	—	—	—	—	—	.00197	[1]	[1]	32.5	[2]	—	18	18

[1] Ball or roller bearings. If clearances excessive, crankshaft replacement necessary [2] Tighten 10 mm. crankcase bolts to 32.5, 8 mm. bolts to 18. Sequence as with cyl. head but 10 mm. bolts first.

DODGE

D43, D49, D54-1, -2 Std. Trans.[1]	53–55	12	44	50	6	2.50	2.12	.0005–15	.0005–15	1–2–3–10–12[2]	1–2–3–10–12[3]	65–70	75–80	45–50	15.20	15.20
D44, D50 (241 V8)	53–55	17	47	55	9	2.38	2.06	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	80–85	80–85	45–50	25–30	25–30
D54-1, -2 Auto. Trans., D54-4[4]	55	12	44	50	6	2.50	2.12	.0005–15	.0005–15	1–2–3–10–12[2]	1–2–3–10–12[3]	65–70	75–80	45–50	15–20	15–20
D59 (241 & 260 V8)	55	14	50	52	9	2.50	2.12	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
D55, D61 (270 V8 up to eng 6000C)	55–56	14	50	52	12	2.38	1.94	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	30	30	25
D61 (277 V8 after above no.)	56	14	50	52	12	2.50	2.12	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
D60, D64, LE1 (251 6 Cyl.)	56–58	12	44	50	6	2.50	2.12	.0005–15	.0005–15	1–2–3–10–12[2]	1–2–3–10–12[3]	70	85	45	20	20
D63 (303 V8)	56	14	50	52	12	2.50	2.12	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
D65 (303 V8)	57	8	52	52	8	2.50	2.12	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
D67, LE2, ME2 (313 V8)	57–59	14	54	56	12	2.50	2.25	.0005–15	.0005–15	1–2–3–10–12[5]	1–2–3–10–12[5]	85	85	45	30	25
LD3 (354 V8)	58	13	59	59	17	2.50	2.25	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
ME1 (251 6 Cyl.)	59	12	44	50	6	2.50	2.12	.0005–15	.0005–15	1–2–10–20	1–2–10–20–30	70	85	45	30	25
MD3 (361 V8)	59	15	57	57	15	2.63	2.37	.0005–15	.0005–15	1–2–10	1–2–10	70	85	45	30	30

[1] 228 6 Cyl. [2] Also 20, 30, 40. [3] Also 20, 30, 40. [4] 251 6 Cyl. [5] ME2, 1–2–10.

EDSEL

361 V8	58	17	59	57	19	2.748	2.438	.0006–24	.0006–24	10–20–30–40	10–20–30–40	75	95–105	45–50	23–28	23–28
410 V8	58	27	69	69	27	2.900	2.600	.0008–26	.0007–25	10–20–30–40	10–20–30–40	90	95–105	45–50	23–28	23–28
6 Cyl.	59	17	53	61	9	2.498	2.298	.0005–25	.0004–23	10–20–30	10–20–30	65–75	95–105	45–50	23–28	23–28
332, 361, V8s	59	22	68	68	22	2.748	2.438	.0007–29	.0009–28	10–20–30	10–20–30	80–90	95–105	45–50	30–35	23–28

FIAT

1500	59	4	34	29	1	2.000	1.3775–83	.0006–23	.0005–22	10–20–30–40	10–20–30–40	22		16	—	—
1100, 1200	59	16	56	56	16	1.6530–8	1.5743–51	.0008–25	.0007–25	10–20–30–40	10–20–30–40	58		24	—	—

ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

MAKE & MODEL	YEAR	VALVE TIMING				BEARING DATA						TORQUE SPECIFICATIONS (Clean unlubricated threads except as noted)				
		Intake		Exhaust		Crankshaft Journal Diameters		Fitting Clearances (Diameter)		Undersizes Available (Thousandths)			Bearings		Manifolds	
		Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
FORD																
239 V8	53–54	5	51	47	9	2.498	2.138	.0008–33	.0002–18	10–20–30–40	2–20–20–30[1]	65–70	95–105	45–50	23–28	35–30
255 V8	54	5	51	47	9	2.498	2.138	.0005–30	.0002–18	10–20–30–40	2–10–20–30[1]	65–70	95–105	45–50	23–28	25–30
272 V8	55–56	25	82	69	26	2.498	2.188	.00042	.0037	10–20–30	2–10–20–30	75	95–105	45–50	23–28	23–28
292 V8	55–57	25	82	69	26	2.498	2.188	.0042	.0037	10–20–30	2–10–20–30	75	95–105	45–50	23–28	23–28
Thunderbird 312 engine	56–57	25	82	69	26	2.639	2.188	.0036	.0036	10–20–30–40	2–10–20–30	75	95–105	45–50	23–28	23–28
6 Cyl.	56–57	32	72	76	28	2.298	2.298	.0035	.0033	10–20–30	10–20–30	75	95–105	45–50	23–28	23–28
6 Cyl.	58–59	17	53	61	9	2.498	2.298	.0005–25	.0004–23	10–20–30	10–20–30	65–75	95–105	45–50	23–28	23–28
272 V8	57–58	18	58	66	10	2.498	2.188	.0042	.0037	10–20–30	2–10–20–30	75	95–105	45–50	23–28	23–28
332, 352, 361 engines	58	21	51	67	9	2.748	2.438	.0005–25	.0009–28	10–20–30	2–10–20–30	80–90	95–105	45–50	23–28	23–28
292 V8 (Imports)	59	12	54	58	8	2.498	2.188	.0006–32	.0008–27	10–20–30	10–20–30	65–75	95–105	45–50	23–28	23–28
332, 352, 361 engines	59	22	68	68	22	2.748	2.438	.0007–29	.0009–28	10–20–30	10–20–30	80–90	95–105	45–50	30–35	23–28
Thunderbird 430 engine	59	22	68	63	27	2.899	2.599	.0009–29	.0006–26	10–20–30	10–20–30	95–105	95–105	45–50	23–28	23–28
[1] Also 40.																
FORD (British)																
All L-head engines	54–59	3.5	56.5	47.5	12.5	2.0010–15	1.698–9	0–.0015	.0005–20	10–20–30	10–15–20–30[1]	65–70	55–60	20–25	—	—
All OHV engines	53–55	17	51	49	19	2.2500–5	1.9365–70	0–.0015	.0010–25	10–20–30–40	2–10–20–30[1]	65–70	55–60	20–25	17–20	17–20
All OHV engines	56–59	17	51	49	19	2.3760–5	2.1255–60	.0010–25	.002–5	10–20–30–40	2–10–20–30[1]	65–70	55–60	20–25	17–20	8–10
[1] Also 40.																
FORD (German)																
Taunus 12M	59	26	72	57	35	2.244[1]	2.126[1]	.0010–25	.0010–25	5–10–15–20[2]	10–20–30–40	50[3]	76	22–25	17[4]	17[4]
Taunus 17M	59	26	72	57	35	2.244[1]	2.126[1]	.0004–16	[1]	5–10–15–20[2]	10–20–30–40	50[3]	76	22.25	17[4]	17[4]
[1] Dimensions vary, red or blue paint indicates size. [2] Also 25. [3] Engine cold. Run for 30 min., then tighten to 55. [4] Including manifold-to-manifold joints.																
HILLMAN																
Series I	57	11	55	53	13	2.2490–5	1.8755–60	.0007–25	.0005–20	20–40	20–40	41–43	50–60	17	—	—
Series, II, III	58–59	10	45	46	9	2.2490–5	1.8755–60	.0007–25	.0005–20	20–40	20–40	41–43	50–60	17	—	—
HUDSON																
202 6 Cyl.	53–54	26.8	99.7	64.9	45.7	2.4998	1.937–8	.0005–15	.0005–15	1–2–10–12	.5–2–10–12	75–80	75–80	40–45	12–15	20–30
232 6 Cyl.	53–54	33.7	80.1	73.9	28.4	2.4998	2.125	.0005–15	.0005–15	—	—	—	—	—	—	—
262 6 Cyl.	53–54	33.7	80.1	73.9	28.4	2.4998	2.125	.0005–15	.0005–15	—	—	—	—	—	—	—
308 6 Cyl.	53–56	33.7	80.1	73.9	28.4	2.4998	2.125	.0005–15	.0005–15	—	—	75–80	75–80	40–45	12–15	20–35
202 6 Cyl.	55–56	26.8	99.7	64.9	45.7	2.4998	1.937–8	.0005–15	.0005–15	—	—	60–65	75–80	40–50[1]	12–15	20–30
320 V8 ('55), 352 V8 ('56)	55–56	14	56	—	—	2.500	2.250	.0005–25	.0005–25	—	—	55–60	90–95	40–45	—	—
327 V8	57	12.5	51.5	—	—	2.4986	2.2486	.0006–32	.0007–28	—	—	60–65	80–85	46–50[2]	—	—
[1] '56, 40–45. [2] Oiled threads.																
HUMBER																
Super Snipe	59	20	46	52	14	2.499	2.001	.0007–25	.0005–20	20–40	20–40	60–65	70–75	35–37	—	—
IMPERIAL																
LY1 (392 V8)	58	15	57	57	15	2.69	2.38	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
MY1 (413 V8)	59	15	57	57	15	2.75	2.37	.0005–15	.0005–15	1–2–10	1–2–10	70	85	45	40	30

JAGUAR																
All	53–59	15	57	57	15	2.75	2.233	.0015–30	.0010–25	20–30–40	20–30–40	54–25	83	37	32.75	32.75
LAND ROVER																
Series II 2 litre	53–58	9	45	42	16	2.00	1.875	.001–2	.001–2	10–20–30–40	10–20–30–40	50[1]	60	30	—	—
Series II 2¼ litre	58–59	6	52	34	24	2.50	2.126	.0015–25	.0015–25	10–20–30–40	10–20–30–40	65	85	35	—	—
Series II 2 litre diesel	58–59	13	45	48	16	2.50	2.126	.0015–25	.0015–25	10–20–30–40	10–20–30–40	75	85	35	—	—
[1] 7/16 in. studs; 3/8 in., 30.																
LINCOLN																
All	53–54	18	58	56	20	2.623	2.248	.0008–26	.0004–20	10–20–30–40	10–20–30–40	90	120–130	45–50	23–28	23–28
All	55	8	56	52	12	2.623	2.248	.0007–24	.0007–26	10–20–30–40	10–20–30–40	90	120–130	45–50	23–28	23–28
All	56–57	18	72	59	31	2.623	2.248	.0036	.0036	10–20–30	10–20–30–40	90	120–130	45–50	23–28	23–28
All	58	27	69	69	27	2.899	2.599	.0009–29	.0006–26	10–20–30	10–20–30	95–105	95–105	45–50	23–28	23–28
All	59	22	68	63	27	2.899	2.599	.0009–29	.0006–26	10–20–30	10–20–30	95–105	95–105	45–50	23–28	23–28
LLOYD																
Alexander, TS	58–59	32	83	72	33	—	—			[1]	[2]	—	—	—	—	—
[1] Roller and ball bearings. [2] Big end, roller bearing.																
MERCEDES-BENZ																
190	59	12	44	51	15	2.7535–43	2.0449–56	.0017–25	.0017–25	2–20–30–40	2–30–30–40	58[1]	58	30.25	—	—
220	59	12[2]	44[2]	51[2]	15[2]	2.3598–606	1.8874–82	.0022–29	.0022–29	2–20–30–40	2–20–30–40	58[3]	58	27	—	—
300	59	9	45	40	8	2.3598–606	2.0449–56	.0022–29	.0022–30	10–20–30	10–20–30	72[4]	58	27.25	—	—
300SL	59	11	53	36.5	10.5	2.3598–606	2.0449–57	.0022–29	.0022–29	10–20	10–20	72[4]	58	27.25	—	—
[1] Cold; warm, 65. [2] Alternate camshaft available. [3] Light alloy head, 65. [4] Cold; hot, 79.																
MERCURY & MONARCH																
All	53	5	51	47	9	2.498–9	2.138–9	.0002–18	.0005–30	2–10–20–30[1]	2–10–20–30[1]	65–60	95–105	45–50	23–28	25–30
All	54	15	67	57	19	2.498–9	2.188	.0005–21	.0003–21	10–20–30	10–20–30	75	95–105	45–50	23–28	23–28
All	55	12	54	58	8	2.498	2.188	.0007–24	.0008–27	10–20–30	10–20–30	75	95–105	45–50	23–28	23–28
All	56	12	54	58	8	2.623	2.188	.0008–26	.0008–27	10–20–30	10–20–30	75	95–105	45–50	23–28	23–28
312 V8	57	18	58	22	18	2.623	2.188	.0008–26	.0008–27	10–20–30	10–20–30	65–75	95–105	45–50	23–28	23–28
368 V8	57	18	72	36	16	2.623	2.248	.0007–26	.0007–26	10–20–30	10–20–30	80–90	120–130	45–50	23–28	23–28
383, 430 V8s	58–59	22	68	63	27	2.899	2.599	.0009–29	.0006–26	10–20–30	10–20–30	95–105	95–105	45–50	23–28	23–28
[1] Also 40.																
METEOR																
239 V8	53–54	5	51	47	9	2.498	2.138	.0008–33	.0002–18	10–20–30–40	2–10–20–30[1]	65–70	95–105	45–50	23–28	25–30
255 V8	53–54	5	51	47	9	2.498	2.138	.0005–30	.0002–18	10–20–30–40	2–10–20–30[1]	65–70	95–105	45–50	23–28	25–30
272 V8	55–56	25	82	69	26	2.498	2.188	.0042	.0037	10–20–30	2–10–20–30	75	95–105	45–50	23–28	23–28
292 V8	55–57	25	82	69	26	2.498	2.188	.0042	.0037	10–20–30	2–10–20–30	75	95–105	45–50	23–28	23–28
6 Cyl	56–57	32	72	76	28	2.498	2.298	.0035	.0033	10–20–30	10–20–30	75	95–105	45–50	23–28	23–28
312–V8	56–57	25	82	69	26	2.639	2.188	.0036	.0036	10–20–30–40	2–10–20–30	75	95–105	45–50	23–28	23–28
272 V8	57–58	18	58	66	10	2.498	2.188	.0042	.0037	10–20–30	2–10–20–30	75	95–105	45–50	23–28	23–28
6 Cyl	58–59	17	53	61	9	2.498	2.298	.0005–25	.0004–23	10–20–30	10–20–30	65–75	95–105	45–50	23–28	23–28
332, 361 V8s	58	21	51	67	9	2.748	2.438	.0005–25	.0009–28	10–20–30	2–10–20–30	80–90	95–105	45–50	23–28	23–28
332, 361, V8s	59	22	68	68	22	2.748	2.438	.0007–29	.0009–28	10–20–30	10–20–30	80–90	95–105	45–50	30–35	23–28
[1] Also 40.																
METROPOLITAN																
"1500"	57–59	5	45	40	10	2.0	1.875	.0005–20	.0010–25	20–40	20–40	40	70	33	—	—
MG																
TD	53–54	11	57	52	24	2.047	1.772	.0008	.0005–20	—	—	42	63	27	—	—
TF	54–55	5	45	45	5	2.047	1.772	.003	.0005–20	—	—	42	63	27	—	—
Series A	56–59	16	56	51	21	2.0	1.8761	.0005–20	.0010–16	10–20–30–40	10–20–30–40	50	70	35	—	—
Series A Twin-Cam	58–59	20	50	50	20	2.0	1.8761	.0020–37	.0020–37	—	—	70	70	35–40	—	—
Magnette Seires ZA, ZB, Mk III	55–59	5	45	40	10	2.0	1.875	.0005–20	.0016–30	10–20–30–40	10–20–30–40	40–45	70	35	—	—
MORRIS																
Minor Series MM	53	8	52	52	20	1.654	1.575	.001–3	.001–2	10–20–30–40	10–20–30–40	45	42	27	—	—
Oxford Series MO	53	8	52	52	20	2.25	2.0	.001–2	.001–3	10–20–30–40	10–20–30–40	40–45	75	35	—	—

ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

MAKE & MODEL	YEAR	VALVE TIMING				BEARING DATA						TORQUE SPECIFICATIONS (Clean unlubricated threads except as noted)				
		Intake		Exhaust		Crankshaft Journal Diameters		Fitting Clearances (Diameter)		Undersizes Available (Thousandths)			Bearings		Manifolds	
		Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
MORRIS—Continued																
Minor Series II	54–56	5	45	40	10	1.7505	1.438	.001–2	.0006–16	10–20–30–40	10–20–30–40	40	65	33	—	—
Oxford Series II, III, IV, V	54–59	5	45	40	10	2.0	1.875	.0005–20	.0016	10–20–30–40	10–20–30–40	40–45	70	35	—	—
Isis (Six) Series I, II	55–58	5	45	40	10	2.3744	2.0	.0013–28	.0005–20	10–20–30–40	10–20–30–40	75	75	50	—	—
Minor 1000	57–59	5	45	40	10	1.751	1.6256	.001–2	.0006–16	10–20–30–40	10–20–30–40	40	65	33	—	—
NASH (See also Rambler & Metropolitan)																
6 Cyl. OHV	53	—	—	—	—	2.479	2.00	.001–2	.0010–25	—	—	65–70[1]	66–70	52–56	—	—
6 Cyl. L-head	53	—	—	—	—	2.479	2.094	.001–2	.0010–25	—	—	57–60	66–70	27–30	—	—
6 Cyl. OHV	54	—	—	—	—	2.479	2.003–10	.001–2	.0010–25	—	—	65–70	66–70	52–56	—	—
6 Cyl. L-head	54	10	58	49	19	2.479	2.0943–5	.001–2	.0010–25	—	—	57–60	66–70	27–30	—	—
6 Cyl. L-head	55	10	58	49	19	2.4795	2.0952	.0010–15	.0010–15	—	—	57–60	66–70	27–30	—	10–15
6 Cyl. OHV	55	12.5	51.5	53.5	10.5	2.4795	2.0003–10	.0010–15	.0010–15	—	—	65–70	66–70	52–56	15–20	15–20
320 V8	55	14	56	—	—	2.500	2.250	.0005–25	.0005–25	—	—	55–60	90–95	40–45	—	—
195 6 Cyl.	56–57	12.5	51.5	53.5	10.5	2.4795	2.0948–55	.0010–15	.0010–15	—	—	60–65	66–70	27–30	—	—
252 6 Cyl.	56	—	—	—	—	2.4795	2.0002	.0010–15	.0010–15	—	—	60–65	66–70	52–56	—	—
250 V8	56	12.5	51.5	53.5	10.5	2.4986	2.2486	.0006–32	.0007–28	1–2–10–12	1–2–10–12	60–65	80–85	52–56	—	—
352 V8	56	14	56	—	—	2.500	2.250	.0005–25	.0005–25	—	—	55–60	90–95	40–45	—	—
327 V8	57	12.5	51.5	—	—	2.4986	2.2486	.0006–32	.0007–28	—	—	60–65	80–85[2]	46–50	—	—
	[1] Aluminum head, 55–60. [2] Rear, 50–55.															
OLDSMOBILE																
88, Super 88, 98	53	14	50	50	14	2.498–9[1]	2.2488–98	.0005–30[2]	.0009–29	2–10–20	2–10–20	60–70	100[3]	35–50	22–26	18–22
88, Super 88, 98	54–56	13.5	50.5	49.5	14.5	2.498–9[1]	2.2488–98	.0005–30[4]	.0009–29	2–10–20	2–10–20	60–70	100[3]	40–50	22–26	22–26
88, Super 88, 98	57	13.5	54.5	51.5	20.5	2.748–9	2.2488–98	.0005–30[4]	.0009–30	2–10–20	2–10–20	60–70	100[3]	45–50	25–35	19–25
88, Super 88, 98	58	16	45	64	20	2.748–9	2.2488–98	.0005–30[5]	.0005–26	2–10–20	2–10–20	60–70	100[3]	35–50	22–34	19–25
88, Super 88, 98 (Series 32, 35, 38)	59	16	45	64	20	2.999–30	2.500	.0008–24[6]	.0005–26	.5–1–1.5–2[7]	2–10–20	60–80	90–120[8]	38–48	22–34	19–25
	[1] No. 5, 2.623–4. [2] No. 5, .0020–35. [3] No. 5, 140. [4] No. 1, .0005–20; No. 5, .0020–35. [5] No. 1, .0003–19; No. 5, .0015–30. [6] No. 5, .0015–30. [7] Also 10, 20. [8] No. 5, 130–160.															
PACKARD																
2601, 2633 (288 8 Cyl.)	53–54	15	45	50	9	2.7465	2.250	.0005–25	.0005–25	1–2–20	1–2–20	60–62	90–95	60–65	—	—
2611 (327 8 Cyl.)	53	15	45	40	9	2.7465	2.250	.0005–25	.0005–25	1–2–20	1–2–20	60–62	90–95	60–65	—	—
2602, 2631, 2613, 2606, 2626[1]	53	15	43	53	4	2.7465	2.250	.0005–25	.0005–25	1–2–20	1–2–20	60–62	90–95	60–65	—	—
5401, 5411 (327)	54	10	50	45	14	2.7465	2.250	.0005–25	.0005–25	1–2–20	1–2–20	60–62	90–95	60–65	—	—
5402 (327)	54	10	48	48	9	2.7465	2.250	.0005–25	.0005–25	1–2–20	1–2–20	60–62	90–95	60–65	—	—
5402, 5431, 5406, 5426 (359)	54	10	48	48	9	2.7465	2.250	.0005–25	.0005–25	1–2–20	1–2–20	60–62	90–95	60–65	—	—
320, 352 V8s	55	14	56	52	18	2.4990	2.250	.0005–25	.0005–25	1–2–20	1–2–20	55–60	90–95	40–45	25–30	25–30
352, 374, V8s	56	14	62	54	18	2.4990	2.250	.0003–23	.0005–25	—	—	55–60	90–95	40–45	25–30	25–30
289 V8	57–58	11	54.5	51.5	14	2.4995–2.5	1.999–2.0	.0005–25	.0005–20	—	—	55–65	85–95	52–54	26–30	25–30
	[1] 327 8 Cyl.															
PEUGEOT																
403	59	0	37.5	37.5	0	1.772[1]	1.772	.0020–35[2]	.0012–24	10.2–18.1 [3]	11.8–19.7[4]	50–58	50–58	31–35	—	—
	[1] Front. Centre, 2.008; rear, 1.968. [2] Front. Centre and rear, .0020–31. [3] Front. Centre and rear, 11.8–19.7. [4] Also 31.5.															
PLYMOUTH																
P24, P25, P26-1, -2 Std. Trans.[1]	53–55	12	44	50	6	2.50	2.12	.0005–15	.0005–15	[2]	[2]	65–60	75–80	45–50	15–20	15–20
P27 (241 V8 to eng. 1489C)	55	14	50	52	9	2.50	2.12	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	80–85	80–85	45–50	25–30	25–30

P27 (260 V8 after above no.)	55	14	50	52	9	2.50	2.12	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
P26-1, -2 Auto. Trans., P26-4, P28, P30, LP1, MP1 (251 6 Cyl.)	55–59	12	44	50	6	2.50	2.12	.0005–15	.0005–15	[2], [3]	[2], [3]	70	85	45	25	25
P29 (270 V8 to eng. 6000C)	56	14	50	52	12	2.50	1.94	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
P29 (277 V8 after above no.)	56	14	50	52	12	2.50	2.12	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
P31 (303 V8)	57	8	52	52	8	2.50	2.12	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
LP2, MP2 (313 V8)	58–59	14	54	56	12	2.50	2.25	.0005–15	.0005–15	1–2–3–10–12[2]	1–2–3–10–12[2]	85	85	45	30	25

[1] 228 6 Cyl. [2] 1–2–3–10–12–20–30–4–0. [3] MP1, Main, 1–2–10–20; con. rod, 1–2–10–20–30. [4] MP2, 1–2–10.

PONTIAC

20, 22, 25 (6 Cyl. L-head)	53–54	12.5	52.5	52.5	12.5	[1]	2.125	.0003–23	.0001–21	1–2	1–2	60	92[2]	45	40	25
27, 28 (8 Cyl. L-head)	53–54	5	39	45	12.5	[3]	2.25	.0003–23	.0001–21	1–2	1–2	60	95[2]	45	40	25
20, 22 (6 Cyl. OHV)	55–57	10	53	49	15	[4]	2.311–2	.001–3	.001–3	1–2–10–20–30	1–2–10–20	90–95	100–110	35–45	25–25	25–30[5]
20, 22 (265 V8)	55–56	18	54	52	20	2.2978–88	1.999–2.0	.001–3	.001–3	1–2–10–20	1–2–10–20	60–70	95–105	30–35	25–35	15–20[6]
27, 28 (287 & 316 V8s)[7]	55–56	22	67	63	27	2.50	2.25	.0005–30[8]	.0009–29	1–2	1–2	95	95[2]	45	40	25
27, 28 (316 & 374 V8s, Auto. Trans)	56–57	22	67	69	31	2.50	2.25	.0005–30[8]	.0009–29	1–2	1–2	95	95[2]	45	40	25
27, 28 (374 V8, Std. Trans)	57	22	67	63	27	2.50	2.25	.0005–30[8]	.0009–29	1–2	1–2	95	95[2]	45	40	30
20, 22, 7000 (283 V8)	57–59	12.5	57.5	54.5	15.5	2.978–88	1.999–2.0	.001–3	.001–3	1–2–10–20	1–2–10–20	60–70	60–70	30–35	25–35	15–20[6]
25, 27, 28 (370 V8, Std. Trans.)	58	22	67	63	27	2.625	2.25	.0005–25	.0009–30	1–2	1–2	95	95[2]	45	40	30
25, 27, 28 (370 V8, Auto. Trans.)	58	30	63	77	25	2.50	2.25	.0005–30[8]	.0009–29	1–2	1–2	95	95[2]	45	40	30
7000 (6 Cyl.)	58–59	16	48	46.5	17.5	[4]	2.311–2	.001–3	.001–3	2–10–20–30	1–2–10–20	90–95	100–110	35–45	25–35	25–30[5]
7000 (348 V8)	58–59	18.5	60.5	68.5	25.5	2.498–9	2.199–2.2	.001–3	.001–3	1–2–10–20	1–2–10–20	60–70	95–105	35–45	25–35	15–20[6]
21, 24, 37, 2800 (Std. Trans.)	59	22	67	63	27	3.00	2.25	.0005–25	.0009–30	1–2	1–2	95	95[2]	45	40	30
21, 24, 27, 2800 (Auto. Trans.)	59	30	63	77	25	3.00	2.25	.0005–25	.0009–30	1–2	1–2	95	95[2]	45	40	30
21, 24, 27, 2800 (Tempest 420A V8)	59	29	74	82	31	3.00	2.25	.0005–25	.0009–30	1–2	1–2	95	95[2]	45	40	30

[1] No. 1, 2.4982–92; No. 2, 2.5294–304; No. 3, 2.5919–29; No. 4, 2.6232–42. [2] 120 at rear main. [3] No. 1, 2.375; No. 2, 2.4062; No. 3, 2.4375; No. 4, 2.4687 No. 5, 2.625. [4] No. 1, 2.6835–45; No. 2, 2.7145–55; No. 3, 2.7455–65; No. 4, 2.7765–75. [5] At ends; centre, 15–20. [6] At ends; centre, 25–30.
[7] 316 V8 only with Std. Trans. [8] No. 5, .0008–33. [9] Tempest 420E (timing), 14–58–48–24.

PORSCHE

1600	58–59	5	43	43	5	1.9675–81[2]	2.2433–40	[1]	[1]	—	—	1	1	1	1	1
1600S	58–59	15	50	50	15	1.9675–81[2]	2.2433–40	[1]	[1]	—	—	1	1	1	1	1

[1] Workshop manual must be used. [2] Nos. 1, 2, 3; No. 4, 1.5736–41.

RAMBLER (See also NASH)

American (6 Cyl.)	58–59	10	58	49	19	2.4791	2.095	.0010–15	.0010–15	—	—	57–60	66–70	27–30	—	20–25
10 Series (6 OHV)	58–59	12.5	51.5	53.5	10.5	2.4791	2.095	.0010–15	.0010–15	—	—	60–65	66–70	27–30	—	20–25[1]
Rebel V8 20 Series	58–59	12.5	51.5	53.5	10.5	2.4988	2.2487	.0006–25	.0007–28	—	—	60–65	80–85[3]	46–50[4]	20–25	20–25
Ambassador V8 80 Series	58–59	12.5	51.5	53.5	10.5	2.4988	2.2487	.0006–25	.0007–28	—	—	60–65	80–85[3]	46–50[4]	20–25	20–25

[1] Centre nuts; end, 8–10. [3] Rear, 50–55. [4] Oiled.

RENAULT

Dauphine	57–59	6	35	45	7	1.5749	1.4961	.0004–10[1]	.0010–16[1]	9.9–19.7[2]	9.9–19.7[2]	44	44	25	11	15[3]

[1] Grinding tolerances. [2] Also 39.4. [3] '57 model, 14.

RILEY

One-Point-Five	58–59	5	45	40	10	2.0	1.875	.0005–20	.0016–30	10–20–30–40	10–20–30–40	40–45	70	35	—	—
4-68	59	5	45	40	10	2.0	1.875	.0005–20	.0016–30	10–20–30–40	10–20–30–40	40–45	70	35	—	—
2.6	59	5	45	40	10	2.3744	2.0	.0013–28	.0005–20	10–20–30–40	10–20–30–40	75	75	50	—	—

ROVER

75	53–59	9	45	42	16	2.00	1.875	.0010–25	.0010–25	10–20–30–40	10–20–30–40	55[1]	80	40	—	—
90	54–59	9	45	42	16	2.00	1.875	.0010–25	.0010–25	10–20–30–40	10–20–30–40	55[1]	80	40	—	—
105R, 105S	57–59	9	45	42	16	2.00	1.875	.0010–25	.0010–25	10–20–30–40	10–20–30–40	55[1]	80	40	—	—

[1] 7/16 in. studs; 3/8 in., 33.

SIMCA

Aronde	58–59	12	60	52	20	1.7713	1.732	.001–2	.0015–35	[1]	4–10–20–30[2]	43	33	18	18	18
Vedette	59	5	44	48	3	2.098	1.755	—	—	—	—	30	51–54	23	14	14

[1] .0039, .0098, .0197, .0295, .039; centre mainbearing .008, .012, .016. [2] Also 40.

SINGER

Gazelle Series III	59	10	45	46	9	2.2495	1.8760	.0007–25	.0005–20	20–40	20–40	41–43	50–60	17	—	—

ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

MAKE & MODEL	YEAR	VALVE TIMING				BEARING DATA						TORQUE SPECIFICATIONS (Clean unlubricated threads except as noted)				
		Intake		Exhaust		Crankshaft Journal Diameters		Fitting Clearances (Diameter)		Undersizes Available (Thousandths)			Bearings		Manifolds	
		Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
SKODA																
440, 450	59	13.5	53.8	57	16.8	1.89	1.77	.0019–27	.00224	1.858[1]	1.738[1]	43	38	26	8	8
445, 1201	59	13.5	53.8	57	16.8	1.89	1.77	.0019–45	.00224	1.858[1]	1.738[1]	43	38	26	8	8
[1] Max. permissible undersize for regrinding.																
STANDARD																
8 hp, 10 hp	54–57	10	50	50	10	2.0005–10	1.6250–5	.0005–20	.0005–20	10–20–30–40	10–20–30–40	38–42	55–60	42–46	18–20	18–20
Vanguard, Ensign	53–57	10	50	50	10	2.4790–5	2.0860–6	.0010–25	.0016–35	10–20–30–40	10–20–30–40	60–65	85–90[1]	50–55[2]	22–24	22–24
[1] '53-55 models, 90–100. [2] '53-55 models, 42–46.																
STUDEBAKER																
169 6 Cyl.	53–54	15	49	54	10	2.437	1.8122	.0005–25	.0005–20	—	—	46–50	88–93	28–32	—	25–30
232 V8	53–54	11	53	50	14	2.50	2.00	.0006–27	.0005–20	—	—	46–50	88–93	52–54	26–30	25–30
185 6 Cyl.	55–57	15	49	54	10	3.0625	1.8122	.0005–25	.0005–20	—	—	46–50	88–93[1]	28–32	—	25–30
224 V8	55	19	46.5	59.5	6	2.50	2.00	.0005–25	.0005–20	—	—	46–50	88–93	52–54	26–30	25–30
259 & 289 V8s	55–58	11	54–6	51.6	14	2.50	2.00	.0005–25	.0005–20	—	—	46–50[2]	88–93[1]	52–54	26–30	25–30
352 V8	56	14	62	54	18	2.499	2.25	.0005–25	.0005–25	—	—	55–60	90–95	40–45	25–30	55–30
169– 6 Cyl.	59	15	49	54	10	3.0625	1.8125	.0005–20	.0005–20	—	—	46–50	85–95	28–32	25–30	25–30
259 V8	59	11	54.6	51.6	14	3.062	2.00	.0005–25	.0005–20	—	—	55–65	85–95	52–54	26–30	30
[1] After '55, 85–95. [2] After '55, 55–65.																
SUNBEAM																
90 Mk II, IIA, III	53–55	19	53	57	15	2.2490–5	1.9372–7	.002–3	.0002–12	—	—	—	45–65[1]	25–29	—	—
Rapier Series I, II	57–59	11	55	53	13	2.2490–5	1.8755–60	.0007–25	.0005–20	20–40	20–40	41–43	50–60	17	—	—
[1] Rear main, 30–40.																
TRIUMPH																
Mayflower	53–54	10	50	50	10	1.9995–2.0	1.7495–1.75	.0015–25	.001–2	10–20–30–40	10–20–30–40	35–38	90–100	35–38	18–20	18–20
TR2, TR3	54–59	15	55	55	15	2.4790–5	2.0860–6	.0010–25	.0016–35	10–20–30–40	10–20–30–40	100–105	85–90	55–60	22–24	22–24
10 hp Sedan, Est. Wagon, Pennant	58–59	10	50	50	10	2.001–5	1.6250–5	.0005–20	.0005–20	10–20–30–40	10–20–30–40	38–42	55–60	42–46	18–20	18–20
VAUXHALL																
Wyvern, Velox	53–54	13	39	45	7	2.1213–22	1.8745–50	.0008–27[1]	.0005–25	10–20–30–40[2]	5–10–20–30[3]	43–47	55–60[4]	20–23	13–15	13–15
Wyvern, Velox, Cresta	55–56	4	36	36	4	2.1213–22	1.8745–50	.0008–27[1]	.0005–25	10–20–30–40[2]	5–10–20–30[3]	43–47	55–60[4]	20–23	13–15	13–15
Victor, Velox, Cresta	57–58	19.6	60.6	51.6	28.6	2.1218	1.8740–50	.0008–27[1]	.0005–25	10–20–30–40[2]	5–10–20–30[3]	57–61	55–60[4]	20–23[4]	13–15	13–15
Victor, Velox, Cresta	59	19.6	60.6	51.6	28.6	2.1218	1.8740–50	.0008–27[1]	.0005–25	10–20–30–40[2]	5–10–20–30[3]	63–73	55–60	20–23	13–15	13–15
[1] Nos. 1 & 3; No. 2, .0008–22. [2] Also 50, 60. [3] Also 40, 50, 60. [4] Oiled threads.																
VOLKSWAGEN																
All	53–59	2.5	37.5	37.5	2.5	1.9685[1]	1.9685	.0019–40	.0007–30	10.1–20.3	10.1–20.3	26–27	[2]	36	—	—
[1] No. 4, 1.5748. [2] Crankcase studs, 10mm, 22 ft. lb.; 8 mm, 15 ft. lb.																
VOLVO																
PV544, 122S	58–59	—	—	—	—	2.124	1.8736	.0005–25	.0020–34	10–20–30–40	10–20–30–40	50–60	60–70	30–35	—	—
WILLYS																
675	53–54	5	44	47	12	2.25	1.875	.002	.0013	1–2–10–12[1]	1–2–10–12[1]	65	70	35	32	32
685	53–54	9	50	47	12	2.25	1.875	.002	.0013	1–2–10–12[1]	1–2–10–12[1]	65	70	35	32	32
6-226	53–54	10	60	55	10	2.375	2.063	.0015	.0018	1–2–10–12–20	1–2–10–12–20	33	90	43	32	32
[1] Also 20, 30.																
WOLSELEY																
6/90 Series I, II	55–59	5	45	40	10	2.3744	2.0	.0013–28	.0005–20	10–20–30–40	10–20–30–40	75	75	50	—	—
15/60	59	5	45	40	10	2.0	1.875	.0005–30	0016–30	10–20–30–40	10–20–30–40	40–45	70	35	—	—

VALVE SERVICING

MAKE & MODEL	YEAR	Valve Face Angle		Valve Seat Angle		Stem to Guide Clearance		Tappet Clearance		Valve Lift		Seat Reconditioning				Oversize Valve Stems or Repl. Guides	Spring Press.*
												Stone dia & angle		Seat Width			
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.		
AUSTIN																	
A30, A35, A40 Farina, A-H Sprite	53–59	45	45	45	45	.0018[2]	.0015[3]	.012	.012	.285[4]	.285[4]	1¼–45	1¼–45	—	—	RG	37.5–1.297
A40 Somerset	53–54	45	45	45	45	.0017	.0017	.015	.015	.312	.312	1⅜–45	1⅜–45	—	—	RG	37.5–1.297
A70 Hereford	53–54	45	45	45	45	.0020	.002–3	.012	.012	.390	.390	1¾–45	1⅝–45	—	—	RG	53–1.526
Austin-Healey 100	54–56	45	45	45	45	.0020	.001–2	.012	.012	.390	.390	1⅞–45	1¾–45	—	—	RG	65–1.703
A50, A55, Cambridge	55–59	45	45	45	45	.0020	.001–2	.015	.015	.322	.322	1½–45	1⅜–45	—	—	RG	77.5–
A90, A95, A105 Westminster	55–59	30	45	30	45	.0020	.001–2	.012	.012	.315	.315	1⅞–30	1¾–45	—	—	RG	77.5–
Austin-Healey 100-Six	57–58	30	45	30	45	.0020	.001–2	.012	.012	.315	.315	1⅞–30	1½–45	—	—	RG	54–1.607[1]
A55 Cambridge Mk II	59	45	45	45	45	.0020	.002–3	.015	.015	.312	.312	1½–45	1½–45	—	—	RG	77.5
	[1] Outer; inner, 25–1.517. [2] A40, Sprite, .0015–25. [3] A40, Sprite, .002–3. [4] Sprite, .28.																
BORGWARD																	
All	56–59	45	45	45	45	.3543[1]	.3543[1]	.008H	.008H	.335	.335	1⅝–45	1½–45	.059–78	.059–78	RG	32.63–1.673[1]
	[1] Valve guide bore. Wear limit .0059 in. [2] Outer spring. Inner, 17.16–1.484.																
BUICK																	
40, 4300	53	45	45	45	45	.0025	.0030	.015H	.015H	.348[1]	.348[1]	1⅝–45	1⅜–45	—	—	—	29/34–1.937[2]
50, 70	53	45	45	45	45	.0025	.0030	—	—	.378	.350	2–45	1½–45	—	—	RG	37.5/42.5–1.5[3]
40, 50, 60, 70, M100, 4400, 4600	54–55	45	45	45	45	.0025	.0030	—	—	.378[4]	.350[5]	2–45	1½–45	.047–78	.047–78	RG	37/42–1.5[3]
40, 50, 60, 70, 4400, 4600	56	45	45	45	45	.002–3	.003–4	—	—	.378	.378	2–45	1½–45	.047–78	.047–78	RG	43/48–1.50[6]
40, 50, 60, 70, 700, 4400, 4600	57–58	45	45	45	45	.002–3	.003–4	—	—	.423	.423	2–45	1⅝–45	.047–78	.047–78	RG	39/44–1.57
4400, 4600, 4700, 4800	59	45	45	45	45	.0025	.003–5	—	—	.423	.423	2–45	1⅝–45	—	—	—	39/44–1.68
	[1] With hydraulic lifters, int. .363, exh. .357. [2] Outer; inner, 17.5/22.5–1.656. [3] Outer; inner, 19.5/24.5–1.53. [4] Series 40, 4400, 358. [5] Series 70, .378. [6] Outer; inner, 24/29–1.53. [7] Outer; inner, 23/28–1.62. [8] Outer; inner, 23/28–1.69.																
CADILLAC																	
62, 60, 75	53–54	45	45	44	44	.0018	.0018	—	—	.365	.365	1¾–45	1⅝–45	—	—	—	61–1.696
All	55–56	45	45	44	44	.0018	.0018	—	—	.411	.411	2–45	1⅝–45	—	—	—	62/68–1.980
All	57	45	45	44	44	.0018	.0018	—	—	.451	.451	1⅞–45	1⅝–45	—	—	—	62/68–1.980
All	58	45	45	44	44	.0018	.0018	—	—	.451	.451	2–45	1⅝–45	—	—	—	60/65–1.946
All	59	45	45	44	44	.0015	.0018	—	—	.450	.450	2–45	1⅝–45	.045–63	.045–63	RG	60/65–1.946
CHEVROLET																	
All	53	29	44	30	45	.001–3	.002–4	.006	.016	.294[1][1]	.311[8][1]	2–30	1⅝–45	.0468	.0625	—	124/140–2.125
All	54	29	44	30	45	.001–3	.002–4	.006	.016	.294[1][2]	.311[8][2]	2½–30	1⅝–45	.0468	.0625	—	124/140–2.125[5]
6 Cyl.	55–56	30	45	31	46	.0019	.0019	.006[3]	.013[3]	.294[4]	.312[4]	2–30	1⅝–45	.047–62	.047–62	RG	155/165–1.50[6]
265 V8	55–56	45	45	46	46	.0019	.0023	—	—	.336	.343	1¾–45	1⅝–45	.035–60	.062–93	OVS[8]	71/79–1.703
V8	57	44	44	45	45	.0019	.0024	—	—	.398	.398	2–45	1¾–45	.035–60	.062–93	OVS[8]	71/79–1.703
6 Cyl.	57–58	29	44	30	45	.0019	.0019	—	—	.4004	.4004	2¼–30	1¾–45	.047–62	.062–94	RG	74/82–1.858
283 V8	58	45	45	46	46	.0019	.0024	—	—	.3987	.3987	1⅞–45	1¾–45	.035–60	.062–93	OVS[8]	71/–79–1.696
348 V8	58–59	44	44	45	45	.0019	.0026	—	—	.3987	.3987	2⅛–45	1⅞–45	.035–60	.062–93	OVS[8]	78/86–1.626
6 Cyl.	59	30	45	31	46	.0019	.0022	—	—	.3275	.3275	2¼–30	1¾–45	.035–60	.062–93	RG	62/68–1.858
283 V8	59	45	45	46	46	.0019	.0026	—	—	.3987	.3987	1⅞–45	1¾–45	.035–60	.062–93	OVS[8]	71/79–1.696
283 V8 (Spec. camshaft)	59	45	45	46	46	.0019	.0026	.012H	.018H	.3938	.3998	1⅞–45	1¾–45	.035–60	.062–93	OVS[8]	71/79–1.696
348 V8 (Spec. camshaft)	59	45	45	46	46	.0019	.0026	.012H	.018H	.4058[7]	.4120[7]	2⅛–45	1⅞–45	.035–60	.062–93	OVS[8]	78/86–1.626
	[1] Auto. trans., .3275. [2] Auto. trans., .4004. [3] Hydraulic lifters on '56 models. [4] Auto. trans., .400. [5] Auto trans., 177–187/2.281. [6] Auto. trans., 194/210–1.462. [8] .003–.015–.030.																

CHRYSLER																	
C60, C62 (6 Cyl.)	53–54	45	45	45	45	.001–3	.002–4	.008H	.010H	.365	.365	2–45	1¾–45	.0625	.0625	RG	42.5–1.75
C56 (331 V8)	53	45	45	45	45	.001–3	.002–4	—	—	.378	.361	2–45	1⅝–45	.0625	.047	RG	48.5–1.69[3]
C63, C64, C66 (331 V8)	54	45	45	45	45	.002	.003	—	—	.378	.361	2⅛–45	1⅞–45	.0625	.047	RG	55–1.69[4]
C68, C69 C70 (331 V8)	55	45	45	45	45	.002	.003	—	—	.381	.357	2⅛–45	2⅛–45	.0625	.047	RG	55–1.69[4]
C67 (301 V8)	55	45	45	45	45	.002	.003	—	—	.381	.357	2–45	1⅝–45	.0625	.047	OVS[5]	55–1.69[4]
C70, C72, C73 (354 V8)	56	45	45	45	45	.002	.003	—	—	.381	.357	2⅛–45	1⅞–45	.0625	.047	RG	72–1.69
C71 (303 V8)	56	45	45	45	45	.002	.003	—	—	.374	.380	2–45	1⅝–45	.0625	.047	OVS[5]	72–1.69
C75, C76, LC2 (354 V8), LC3 (392 V8)	57–58	45	45	45	45	.002	.003	—	—	.389	.389	2¼–45	1¾–45[2]	.0625	.047	OVS[5]	78/88–1.69
MC1, MC2, MC3 (361, 383 & 413 V8s)	59	45	45	45	45	.001–3	.002–4	—	—	.390	.390	2¼–45	1¾–45	.0625	.047	OVS[5]	100–1.86

[1] LC2, 2.125–45. [2] C76, LC3, MC3, 2–45. [3] Outer; inner, 13–1.56. [4] Outer; inner, 21.5–1.56. [5] .005–.015–.030. [7] Auto. trans., int. .4076, exh. .4139.

DE SOTO																	
S18, S20, (6 Cyl.)	53–54	45	45	45	45	.002	.003	.008H	.010H	.365	.365	2–45	1¾–45	.0625	.0625	RG	42.5–1.75
S16, S19, (276 V8)	53–54	45	45	45	45	.002	.003	—	—	.361	.361	1⅞–45	1⅝–45	.0625	.047	RG	40–5–1.69[1]
S21, S22, (290 V8)	55	45	45	45	45	.002	.003	—	—	.360	.360	2–45	1¾–45	.0625	.047	RG	28–1.69[2]
S23, S24 (330 V8)	56	45	45	45	45	.002	.003	—	—	.381	.357	2–45	1¾–45	.0625	.047	RG	72–1.69
S25, S26 (341 V8)	57	45	45	45	45	.002	.003	—	—	.389	.389	2¼–45	2–45	.0625	.047	RG	78/88–1.69
S27 (325 V8)	57	45	45	45	45	.001–3	.001–3	—	—	.389	.389	2⅛–45	1⅝–45	.0625	.047	RG	49/57–1.69
LS2, LS3 (361 V8)	58	45	45	45	45	.002	.003	—	—	.389[3]	.389[3]	2⅛–45	1¾–45	.0625	.047	OVS[5]	78/88–1.69[4]
MS2, MS3 (383 V8)	59	45	45	45	45	.001–3	.002–4	—	—	.390	.390	2⅛–45	1¾–45	.0625	.047	OVS[5]	100–1.86

[1] Outer; inner, 13–1.56. [2] Outer; inner, 22–1.56. [3] LS3, .390. [4] LS3, 80–1.86. [5] .005–.015–.030.

DKW																	
All 3-6	58–59						NOT APPLICABLE—2 STROKE ENGINE										
DODGE																	
D54-1, -2, D43, D49 (228 6 Cyl.)	53–55	45	45	45	45	.001–3	.002–4	.008H	.010H	.365	.365	—	—	.0625	.0625	RG	40/45–1.75
D44, D50, D59 (241 V8)	53–55	45	45	45	45	.002	.003	—	—	.360[1]	.364[1]	1⅞–45	1⅝–45	.0625	.047	RG	105–1.69[1]
D59 (260 V8)	55	45	45	45	45	.002	.003	—	—	.360	.360	—	—	.0625	.047	OVS[5]	53–1.69
D54-4, D60, D64	55–58	45	45	45	45	.002	.003	.008	.010	.365	.365	1⅞–45	1¾–45	.0625	.0625	RG	42–1.75
D55, D61 (270 V8 to eng. 6000C)	55–56	45	45	45	45	.002	.003	—	—	.360	.360	1⅞–45	1⅝–45	.0625	.047	RG	40–1.69[3]
D61 (277 V8 after eng. 6000C)	56	45	45	45	45	.002	.003	.008H	.018H	.374	.380	1⅞–45	1⅝–45	.0625	.047	RG	72–1.69
D63 (303 V8)	56–57	45	45	45	45	.002	.003	—	—	.374	.380	1⅞–45	1⅝–45	.0625	.047	OVS[5]	72–1.69
D65 (303 V8)	57	45	45	45	45	.002	.003	.008H	.018H	.374	.374	2⅛–45	1⅞–45	.0625	.047	RG	72–1.69
D67, LE2, ME2 (313 V8)	57–59	45	45	45	45	.002	.003	.008H	.018H	.374	.374	—	—	.060–85	.040–60	OVS[5]	72–1.69
LD3 (354 V8)	58	45	45	45	45	.002	.003	—	—	.389	.389	2⅛–45	1¾–45	.0625	.047	OVS[5]	78/88–1.69
LE1, ME1 (6 Cyl.)	59	45	45	45	45	.002	.004	.008H	.012H	.365	.365	1⅞–45	1¾–45	.060–85	.060–85	RG	42–1.75
MD3 (361 V8)	59	45	45	45	45	.001–3	.002–4	—	—	.390	.390	2⅛–45	1¾–45	.060–85	.040–60	OVS[5]	100–1.86

[1] D50, .365. [2] D59, OVS (.005–.015–.030). [3] Outer; inner, 25–1.56. D61, 53–1.69. [5] .005–.015–.030.

EDSEL																	
361 Engine	58	30	45	30	45	.0017	.0035	—	—	.226	.226	2¼–30	1¾–45	.060–80	.070–90	OVS	94/99–1.78
410 Engine	58	30	45	30	45	.0017	.0035	—	—	.250	.250	2¼–30	2–45	.060–80	.070–90	OVS	95/105–1.79
6 Cyl.	59	45	45	45	45	.0017	.0030	.019H	.019H	.369	.369	2–45	1¾–45	.060–80	.070–90	OVS	71/78–1.78
332, 361 Engines	59	30	45	30	45	.0017	.0033	—	—	.408	.408	2–45	1⅝–45	.060–80	.070–90	OVS	94/104–1.82

FIAT																	
600	58–59	45.5	45.5	45	45	.0015	.0015	.008–10H	.008–10H	—	—	—	—	—	—	RG	53–1.25
1100, 1200	58–59	45.5	45.5	45	45	.0016	.0016	.008–10H	.008–10H	—	—	1⅜–45	1¼–45	—	—	RG	42–1.35[1]

[1] Outer; Inner, 14–1.219.

FORD																	
All '53, '54 Mainline (239 V8)	53–54	45	45	45	45	.0025	.0030	.013–15	.017–19	.319	.315	1⅝–45	1⅝–45	.069	.069	RG	40/43–1.89
255 V8	54	45	45	45	45	.0025	.0030	.013–15	.017–19	.319	.315	2–45	1⅝–45	.069	.069	RG	40/43–1.89
272 V8	55–56	45	45	45	45	.001–2	.002–3	.015	.019	.264[6]	.262[6]	2–45	1⅝–45	.060–80	.070–90	OVS[4]	54/62–1.82[1]
292 V8	55–57	45	45	45	45	.001–2	.002–3	.019	.019	.204[6]	.202[6]	2–45	1⅝–45	.060–80	.070–90	OVS[4]	54/62–1.82[1], [2]
312 V8	56–57	45	45	45	45	.001–2	.001–2	.019	.019	.264[6]	.262[6]	2–45	1⅝–45	.060–80	.070–90	OVS[4]	64/79–1.78
6 Cyl.	56–57	45	45	45	45	.0017	.0030	.019H	.019H	.273[6]	.273[6]	2–45	1⅝–45	.060–80	.070–90	OVS[4]	64/79–1.78
6 Cyl.	58–59	45	45	45	45	.0017	.0030	.019H	.019H	.272[6]	.273[6]	2–45	1⅝–45	.060–80	.070–90	OVS[4]	71/78–1.78

C—Cold. H—Hot. * In pounds compressed to specified length (valve closed).

VALVE SERVICING

MAKE & MODEL	YEAR	Valve Face Angle		Valve Seat Angle		Stem to Guide Clearance		Tappet Clearance		Valve Lift		Seat Reconditioning				Oversize Valve Stems or Repl. Guides	Spring Press.*
												Stone dia & angle		Seat Width			
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.		
FORD—Continued																	
272 V8	57–58	45	45	45	45	.0017	.0030	.019H	.019H	.272[6]	.285[6]	1 7/8–45	1 5/8–45	.060–80	.070–90	OVS[4]	71/79–1.78
332, 352, 361 Engines	58	30	45	30	45	.0017	.0035	.026H[5]	.026H[5]	.232[3, 6]	.232[3, 6]	2 1/4–30	1 3/4–75	.060–80	.070–90	OVS[4]	94/104–1.82
292 V8 (Imports)	59	45	45	45	45	.0017	.0030	.018H	.018H	.359	.357	2 1/8–45	2 1/8–45	.060–80	.070–90	OVS[4]	71/78–1.78
332, 352, 361 Engines	59	30	45	30	45	.0017	.0033	—	—	.408	.408	2 1/4–30	1 3/4–45	.060–80	.070–90	OVS[4]	94/104–1.82
Thunderbird 430 Engine	59	45	45	45	45	.0017	.0035	—	—	.4076	.4076	2 1/4–45	1 7/8–45	.060–80	.070–90	OVS[4]	66/77–1.83
	[1] 64/79–1.78 for 1956. [2] 71/79–1.78 for 1957. [3] 352 and 361 engines, .241 Int., .244 Exh. [4] .003, .015, .030. [5] With solid tappets. [6] Cam lobe lift.																
FORD (British)																	
All L-head	54–59	45.25	45.25	45	45	.0019	.0028	.012C	.012C	.28	.28	1 1/4–45	1 1/4–45	.062–93	.062–93	RG	20.5/26.5–1.80
All OHV	53–55	45	45	44.5	44.5	.0020	.0031	.014H	.014H	.35	.35	1 5/8–45	1 1/4–45	.0937	.0937	RG	102/113–1.27
All OHV	56–59	45	45	44.5	44.5	.0016	.0020	.014C	.014C	.35	.35	1 3/4–45	1 3/8–45	—	—	OVS[1]	102/112–1.27
	[1] .003–.015–.030.																
FORD (German)																	
Taunus 12M & 17M	59	45	45	45	45	.0018	.0022	.010–12C	.013–15C	.323	.323	1 1/4–45[1]	1 1/4–45[1]	—	—	OVS	57.5/64–1.634
	[1] 17M, 1 5/8–45 Int., 1 3/8–45 Exh.																
HILLMAN																	
All	53–54	45	44.25	45	45	.001–3	.002–4	.010C	.015C	—	—	1 3/8–45	1 1/4–45	.050–60	.050–60	RG	—
Special, Husky	55–57	45	44.25	45	45	.001–3	.002–4	.010C	.015C	—	—	1 3/8–45	1 1/4–45	.050–60	.050–60	RG	—
Minx	55–56	45	45	45	45	—	—	.014C	.014C	—	—	1 3/8–45	1 1/4–45	.050–60	.050–60	RG	—
Minx Series I	57	45	45	45	45	.0022	.0033	.012H	.014H	—	—	1 3/8–45	1 1/4–45	.050–60	.050–60	RG	53.7–1.58[1]
All	58–59	45	45	45	45	.0022	.0033	.012	.014	—	—	1 1/2–45	1 1/4–45	.050–60	.050–60	RG	53.7–1.58[1]
	[1] Outer; inner, 26.6–1.46.																
HUDSON																	
4C, 4D, 5C, 5D, 7C, 7D, Hornet 6 Cyl.	53–56	45	45	45	45	.0023	.002–4	.010C[2]	.014C[2]	—	—	2–45	1 3/4–45	—	—	RG	73/81–2.187
Jet, 1D, 2D, 3D, Wasp	54–56	45	46	45	46	.001–3	.002–4	.010C	.014C	—	—	1 5/8–45	1 5/8–45	—	—	RG	40/48–1.953
Hornet V8	55–56	30	45	30	45	.001–2	.002–3	—	—	—	—	2 1/8–30	1 7/8–45	.047	.078	OVS[1]	78/86–1.750
Hornet 327 V8	57	29	44	30	45	.0021	.0026	—	—	.375	.375	2–30	1 5/8–45	.078-93	.099	OVS[1]	85/91/1.812
	[1] Oversizes; .003, .010, .020, .030. [2] Hydraulic lifters in '56.																
HUMBER																	
Super Snipe	59	45	45	45	45	.001–3	.002–4	.014H	.014H	—	—	1 3/4–45	1 1/2–45	.070[1]	.070[1]	RG	75–1.65
	[1] Maximum.																
IMPERIAL																	
LY1	58	45	45	45	45	.001–3	.002–4	—	—	.388	.388	2 1/4–45	2–45	.060–85	.040–60	OVS[1]	78/88–1.69
MY1	59	45	45	45	45	.001–3	.002–4	—	—	.390	.390	2 1/4–45	2–45	.060–85	.040–60	OVS[1]	100–1.86
	[1] .005–.015–.030.																
JAGUAR																	
XK120, XK140, Mk VII, 2.4	53–59	30	45	30	45	.002–4	.002–4	.004	.006	.375	.375	1 7/8–30	1 5/8–45	.0625	.125	RG	36/37–1.312[1]
XK150, Mk VIII, Mk IX, 3.4	57–59	45	45	45	45	.002–4	.002–4	.004	.006	.375	.375	1 7/8–45	1 3/4–45	.0625	.125	RG	36/37–1.312[1]
	[1] Outer; inner 20/21.5–1.219.																
LAND ROVER																	
Series II 2-litre	53–58	30	45	30	45	.002–3	.010H	.012H	.199	.255	—	1 7/8–30	1 3/8–45	—	—	RG	32.8–1.625[1]
Series II 2 1/4 litre	58–59	30	45	30	45	.001–3	.010H	.010H	.257	.257	—	1 7/8–30	1 3/8–45	—	—	RG	47–1.50[2]
Series II 2 litre Diesel	58–59	45	45	45	45	.0018	.010H	.010H	.262	.279	—	—	—	—	—	RG	47–1.50[2]
	[1] Outer[9] inner, 10–1.469. [2] Outer; inner, 18–1.37.																
LINCOLN																	
All	53–54	45	45	45	45	.001–2	.002–3	—	—	.354[1]	.354[1]	2 1/8–45	1 5/8–45	.060–70[3]	.060–70	OVS	64/70–1.80
All	55	45	45	45	45	.001–2	.002–3	—	—	.377	.375	2 1/8–45	1 5/8–45	.060–80	.070–90	OVS	54/62–1.82

All	56–57	45	45	45	45	.001–4	.002–5	—	—	.261	.261	2⅛–45	1⅝–45[2]	.060–80	.070–90	OVS	60–1.80
All	58	30	45	30	45	.001–2	.002–4	—	—	.250	.250	2½–30	2–45	.060–80	.070–90	OVS	67.5/72.5–1.82
All	59	45	45	45	45	.0017	.0035	—	—	.4076	.4076	2¼–45	2–45	.070–90	.070–90	OVS	66/77–1.83

[1] .333 Int., .326 Exh. for 1954. [2] '57 models 1.750–45. [3] .070 Int., .089 Exh. for 1954.

MERCEDES-BENZ

190	59	44.74	44.75	45.25	45.25	.0016	.0023	.004C	.008C	—	—	1⅞–45	1⅝–45	.049–69	.049–69	RG	19.62–1.346[1]
220S, 220SE	59	44.75	44.75	45.25	45.25	.0019	.0022	.003C	.008C	—	—	1¾–45	1⅝–45	.05–8	.05–8	RG	19.5–1.35[1]
300	59	44.75	44.75	45	45	.002	.0023	.003C	.008C	—	—	2⅛–45	1¾–45	.0492–787	.0492–787	RG	26–1.8819[2]
300SL	59	44.75	44.75	45	45	.00197	.00276	.003C	.008C	—	—	2⅛–45	1¾–45	.079–.118	.079–.118	RG	53–1.527[3]

[1] Inner spring; outer, 51–1.51. [2] Inner spring; outer, 82.23–1.9842. [3] Inner spring; outer, .158.3–1.677.

MERCURY & MONARCH

All	53	45	45	45	45	.0025	.002–4	.013–15	.017–19	.319[3]	.315	1⅝–45	1⅝–45	.069	.069	RG	40/43–1.89
All	54	45	45	45	45	.001–2	.002–3	.019H	.019H	.350[3]	.350	2–45	1⅝–45	.065	.075	OVS[4]	54/62–1.82
All	55–56	45	45	45	45	.001–2	.002–3	.019H	.019H	.264[3]	.262	2–45	1⅝–45	.070	.080	OVS[4]	54/62–1.82
312 Engine	57	45	45	45	45	.0017	.0030	.019H	.019H	.272[3]	.285	2–45	1⅝–45	.070	.080	OVS[4]	71/79—1.78
368 Engine	57	45	45	45	45	.0017	.0030	—	—	.261[3]	.261[3]	2⅛–45	1¾–45	.070	.080	OVS[4]	67/74–1.80
383, 430 Engines	58	30	45	30	45	.0017	.0035	—	—	.4076	.4076	2¼–30[1]	2–45	.080	.080	OVS[4]	66–77/1.83
383, 430 Engines	59	45	45	45	45	.0017	.0035	—	—	.4076	.4076	2¼–45	1⅞–45	.080	.080	OVS[4]	66/77–1.83

[1] 430 engine, 2½–30. [2] Oversizes, .003, .015, .030. [3] Cam lobe lift.

METEOR

239 Engine	53–54	45	45	45	45	.0025	.0030	.013–15	.017–19	.319	.315	1⅝–45	1⅝–45	.069	.069	RG	40/43–1.89
255 Engine	53–54	45	45	45	45	.0025	.0030	.013–15	.017–19	.319	.315	2–45	1⅝–45	.069	.069	RG	40/43–1.89
272 Engine	55–56	45	45	45	45	.001–2	.002–3	.015	.019	.264[5]	.262[5]	2–45	1⅝–45	.060–80	.070–90	OVS[4]	54/62–1.82[1]
292 Engine	55–57	45	45	45	45	.001–2	.002–3	.019	.019	.264[5]	.262[5]	2–45	1⅝–45	.060–80	.070–90	OVS[4]	54/62–1.82[1], [2]
6 Cyl.	56–57	45	45	45	45	.002–3	.002–3	.019	.019	.273[5]	.273[5]	2–45	1⅝–45	.060–80	.070–90	OVS[4]	64/79–1.78
312 Engine	56–57	45	45	45	45	.001–2	.001–2	.019	.019	.264[5]	.262[5]	2–45	1⅝–45	.060–80	.070–90	OVS[4]	64/79–.178
272 Engine	57–58	45	45	45	45	.0017	.0030	.019H	.019H	.272[5]	.285[5]	2–45	1⅝–45	.060–80	.070–90	OVS[4]	71/79–1.78
6 Cyl.	58–59	45	45	45	45	.0017	.0030	.019H	.019H	.369	.369	2–45	1⅝–45	.060–80	.070–90	OVS[4]	71/78–1.78
332, 361 Engines	58–59	30	45	30	45	.0017	.0030	.026[3]	.026[3]	.408	.408	2¼–30	1¾–45	.060–80	.070–90	OVS[4]	94/104–1 82

[1] 64/79–1.78 for 1956. [2] 71/79–1.78 for 1957. [3] With solid tappets. [4] Oversizes, .003, .015, .030. [5] Cam lobe lift.

METROPOLITAN

1500	57–59	45	45	45	45	.0020	.0020	.013H	.013H	.325	.325	1½–45	1⅞–45	—	—	RG	75/79–1.531

MG

TD, TF	53–55	30	30	30	30	.0013	.0020	.012	.012	.315	.315	1⅜–30	1⅜–30	—	—	RG	93–
Magnette Series ZA, ZB	55–59	45	45	45	45	.0020	.001–2	.015	.015	.322	.322	1⅝–45	1⅝–45	—	—	RG	77.5–
Series A	56–59	45	45	45	45	.0020	.001.2	.017	.017	.357	.357	1⅜–45	1⅜–45	—	—	RG	60.5–[1]
Series A Twin Cam	58–59	45	45	45	45	—	—	.016–17	.016–17	.375	.375	—	—	—	—	RG	84–[2]
Magnette Mk III	59	45	45	45	45	.0020	.001–2	.015	.015	.360	.360	—	—	—	—	RG	84–[2]

[1] Outer; inner, 30–. [2] Outer; inner, 42—.

MORRIS

Minor Series MM	53	45	45	45	45	.0020	.0015	.017	.017	.256	.260	1¼–45	1¼–45	—	—	RG	19–
Oxford Series MO	53	45	45	45	45	.0020	.001–2	.015	.015	.281	.281	1⅜–45	1⅜–45	—	—	RG	40–
Minor Series II	54–56	45	45	45	45	.0020	.0015	.011	.011	.285	.285	1¼–45	1¼–45	—	—	RG	70–1.016
Oxford Series II, III, IV, V	54–59	45	45	45	45	.0020	.001–2	.015	.015	.322[1]	.322[1]	1½–45	1¼–45	—	—	RG	77.5—
Isis (Six) Series I, II	55–58	45	45	45	45	.0020	.0015	.012	.012	.3145	.3145	1⅞–30	1½–45	—	—	RG	62.5[2]
Minor 1000	51–59	45	45	45	45	.0020	.0015	.012	.012	.285	.285	1¼–45	1¼–45	—	—	RG	70–1.016

[1] Series V, .312. [2] Series II, 77.5.

NASH

Ambassador (252 6 Cyl. OHV)	53–56	29	44	30	45	.002–4	.002–4	.012H	.016H	—	—	1⅞–30	1⅝–45	—	—	RG	53/58–1.81
Statesman, Rambler (6 Cyl. L-head)	53–55	44	44	45	45	.002–3	.002–3	.015H	.015H	—	—	1⅝–45	1⅜–45	—	—	RG	37/41–1.75
Statesman, Rambler (195 6 Cyl. OHV)	56	44	44	45	45	.0025	.002–4	.012H	.016H	—	—	1⅝–45	1⅜–45	—	—	RG	65/70–1.81
Ambassador (320 V8)[1]	55–56	30	45	30	45	.001–2	.002–3	[2]	[2]	—	—	2⅛–30	1⅞–45	.047	.078	RG	78/86–1.75
Ambassador (250 V8)	56–57	29	44	30	45	.0020	.0026	[2]	[2]	.375	.375	2–30	1⅝–45	.085	.098	RG	85/91–1.81
Ambassador (327 V8)	57	29	44	30	45	.0020	.0026	[2]	[2]	.375	.375	2–30	1⅝–45	.085	.098	RG	85/91–1.81

[1] '54, .366. [2] Hydraulic valve lifters.

C—Cold. H—Hot. * In pounds compressed to specified length (valve closed).

VALVE SERVICING

MAKE & MODEL	YEAR	Valve Face Angle		Valve Seat Angle		Stem to Guide Clearance		Tappet Clearance		Valve Lift		Seat Reconditioning				Oversize Valve Stems or Repl. Guides	Spring Press.*
												Stone dia & angle		Seat Width			
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.		
OLDSMOBILE																	
88, Super 88, 98	53	45	45	45	45	.0032	.0036	—	—	.366	.366	1⅞–45	1⅝–45	.042–71	.070–98	RG	85/95–1.829
88, Super 88, 98	54–55	45	45	45	45	.0032	.0036	—	—	.403[1]	.403[1]	1⅞–45	1⅝–45	.042–71	.070–98	RG	85/95–1.829
88, Super 88, 98	56	45	45	45	45	.0029	.0034	—	—	.418	.418	1⅞–45	1⅝–45	.042–71	.042–71	RG	95/105–1.880
88, Super 88, 98	57	45	45	45	45	.0026	.0034	—	—	.419	.435	1⅞–45	1⅝–45	.037–75	.037–75	RG	95/105–1.880
88, Super 88, 98	58	45	45	45	45	.0026	.0031	—	—	.419	.435	1⅞–45	1⅝–45	.037–75	.037–75	RG	105/–115–1.837
88, Super 88, 98	59	45	45	45	45	.0026	.0031	—	—	.419	.435	2–45	1⅝–45	.037–75	.037–75	RG	85–95/1.837
[1] 352 cu. inch in 1956.																	
PACKARD																	
2601, 5400 (288 Engine)	53–54	—	—	30	45	—	—	.007H[1]	.010H[1]	—	—	1⅞–30	1⅝–45	—	—	—	—
2611, 2631, 5401, 5411, 5402 (327 Eng.)	53–54	—	—	30	45	—	—	—	—	—	—	1⅞–30	1⅝–45	—	—	—	—
5431, 5406, 5426 (359 Engine)	54	—	—	30	45	—	—	—	—	—	—	1⅞–30	1⅝–45	—	—	—	—
5540 (320 V8)	55	—	—	30	45	—	—	—	—	—	—	2⅛–30	1⅞–45	—	—	—	—
5560, 5580, 5640, 5660 (322 V8)	55–56	—	—	30	45	—	—	—	—	—	—	2⅛–30	1⅞–45	—	—	—	—
5680, 5688 (374 V8)	56	—	—	30	45	—	—	—	—	—	—	2⅛–30	1⅞–45	—	—	—	—
57L, 58L (289 V8)	57–58	—	—	45	45	.0025	.0025	.023–25	.023–25	.359	.359	1⅞–45	1¾–45	—	—	—	50–2.031
[1] Hydaulic lifters with auto. trans.																	
PEUGEOT																	
403	59	30	45	30	45	—	—	.004C	.008C	.307	.307	1⅝–30	1½–45	—	—	RG	81–1.327[1]
[1] Outer; inner, 37.5–1.17.																	
PLYMOUTH																	
P24, P25, P26, P28 (6 Cyl.)	53–56	45	45	45	45	.001–3	.002–4	.008H	.010H	.365	.365	1⅝–45[3]	1⅝–45	.0625	.0625	RG	40/45–1.75
P27 (241 & 270 V8s)	55–56	45	45	45	45	.002	.003	—	—	.360	.360	1⅞–45	1⅝–45	.0625	.047	OVS[1]	53–1.69
P29 (270 V8 to eng. 6000C)	56	45	45	45	45	.002	.003	—	—	.360	.360	1⅞–45	1⅝–45	.0625	.047	OVS[1]	53–1.69
P29 (277 V8 after above no.)	56	45	45	45	45	.002	.003	.008H	.018H	.374	.380	1⅞–45	1⅝–45	.0625	.047	OVS[1]	72–1.69
P30, LP1, MP1 (6 Cyl.)	57–59	45	45	45	45	.002	.004	.008H	.012H	.365	.365	1¾–45	1⅝–45	.060–85	.060–85	RG[2]	42–1.75
P31 (303 V8)	57	45	45	45	45	.002	.003	.008H	.018H	.374	.374	2⅛–45	1¾–45	.0625	.047	OVS[1]	72–1.69
LP2, MP2 (313 V8)	58–59	45	45	45	45	.002	.003	.008H	.018H	.374	.374	2⅛–45	1¾–45	.060–85	.040–60	OVS[1]	72–1.69
[1] .005–.015–.030. [2] Exhaust; intake, OVS (.005–.015–.030).																	
PONTIAC																	
20, 22, 25 (6 Cyl. L-head)	53–54	30	45	30	45	.0006[1]	.0006[1]	.001–13H	.011–13H	.2968	.2968	1⅝–30	1½–45	.0625	.0625	RG	97/105–1.5937
27, 28 (8 Cyl. L-head)	53–54	30	45	30	45	.0006[1]	.0006[1]	.001–13H	.011–13H	.2968	.2968	1⅝–30	1½–45	.0625	.0625	RG	100/110–1.4061
20, 22 (6 Cyl. OHV)	55–56	30	45	31	46	.0019	.0019	—	—	—	—	2–30	1⅝–45	.035–60	.062–93	RG	194/210—1.462
20, 22 (265 V8)	55–56	45	45	46	46	.0019	.015–32	—	—	.336	.343	1¾–45	1⅝–45	.035–60	.062–93	OVS[2]	71/79–1.703
27, 28 (287 V8)	55	29	44	30	45	.003–6	.0003–6	—	—	.327	.327	2–30	1⅝–45	.047–62	.0625	RG	54/60–1.153[8]
27, 28 (316 V8)	56	29	44	30	45	.0002–8	.0002–8	—	—	.373[5]	.373[5]	2–30	1⅝–45	.045–71	.048–70	OVS[4]	54/60–1.153[8]
20, 22 (6 Cyl.)	57	29	44	30	45	.0019	.0019	—	—	—	—	2¼–30	1¾–45	.035–60	.062–93	RG	194/210–.453
20, 22 (283 V8)	57	44	44	45	45	.0019	.0024	—	—	.398	.398	2–45	1¾–45	.035–60	.062–93	OVS[2]	71/79–1.703
22, 28 (347 V8)	57	29	44	30	45	.0019	.0024	—	—	.373	.373[5]	1⅞–30	1⅝–45	.045–71	.048–70	OVS[4]	54/60–1.153[8]
7000 (6 Cyl.)	58–59	30	45	31	46	.0019	.0022	—	—	.4004	.4004	2¼–30	1¾–45	.035–60	.062–93	RG	74/82–1.858
7000 (283 V8)	58–59	44[6]	44[6]	45[7]	45[7]	.0019	.0026	—	—	.3987	.3987	1⅞–45	1¾–45	.035–60	.062–93	OVS[2]	71/79–1.696
7000 (348 V8)	58–59	44	44	45	45	.0019	.0026	—	—	.3987	.3987	2⅛–45	1⅞–45	.035–60	.062–93	OVS[2]	78/–861.626
25, 27, 28 (370 V8)	58	29	44	30	45	.0025	.0030	—	—	.373[11]	.373[11]	1⅞–30	1⅝–45	—	—	—	54/60–1.153[8]
21, 24, 27, 2800 (389 V8)	59	29	45	30	45	.0025	.0030	—	—	.370[10]	.370[10]	1⅞–30	1⅝–45	.045–71	.048–70	OVS[4]	60–1.52[4]

[1] Minimum. [2] .003–.015–.030. [3] Auto. trans., .403. [4] .001–.003–.005. [5] Auto. trans., .409. [6] '59, 45°. [7] '59, 46°.
[8] Inner; outer, 98/106–1.203 [9] Outer; inner, 26–1.48. [10] Auto. trans., .40; Tempest 420A, .40; Tempest 420E, .33. [11] Auto. trans., int. .407 exh. .411.

PORSCHE																	
1600, 1600S	58–59	45	45	45	45	.0019	.0027	.004C	.006C	—	—	1⅝–45	1⅜–45	.043–55	.055–67		85[2]
[1] Replacement by maker only. [2] Outer spring; inner, 33.																	
RAMBLER																	
American (6 Cyl.)	58–59	44	44	45	45	.0028	.0028	.016C	.018C	.340	.340	—	—	—	—	RG	37/41–1.75
10 Series (6 OHV)	58–59	44	44	45	45	.0028	.0033	.012H	.016H	.372	.369	1⅝–45	1⅜–45	.078–93	.078–93	RG	65/70–1.812
Rebel V8 20 Series	58–59	29	44	30	45	.0021	.0026	.012H	.014H	.375	.375	2–30	1⅝–45	.078–93	.078–93	RG	85/91–1.812
Ambassador V8 80 Series	58–59	29	44	30	45	.0021	.0026	—	—	.375	.375	2–30	1⅝–45	.078–93	.078–93	RG	85/91–1.812
RENAULT																	
Dauphine	57–59	30	30	30	30	.0019	.0025	.006C	.008C	.226	.236	1¼–30	1¼–30	.039–58	.050–70	RG	15–1.22
RILEY																	
One-Point-Five	58–59	45	45	45	45	.0020	.001–2	.015	.015	.312	.312	1⅝–45	1½–45	—	—	RG	60.5[1]
2.6	59	30	45	30	45	.0020	.001–2	.012	.012	.3145	.3145	1⅞–30	1¾–45	—	—	RG	60.5[1]
4-68	59	45	45	45	45	.0020	.001–2	.015	.015	.360	.360	—	—	—	—	RG	60.5[1]
[1] Outer; inner, 30.																	
ROVER																	
75, 90, 105	53–59	30	45	30	45	.0018	.0018	.008H	.012H	.294	.382	1¾–30	1⅜–45	—	—	RG	30–1.625[1]
[1] Outer; inner, 10–1.469.																	
SIMCA																	
Aronde	58–59	45	45	45	45	.0016	.0016	.008H	.010H	.320	.320	1⅜–45	1⅜–45	—	—	RG[1]	46/51–1.575
Vedette	59	46	46	45	45	—	—	.011C	.011C	.3	.3	1½–45	1⅜–45	—	—	RG	27/33–1.57
[1] Wear limit .003.																	
SINGER																	
Gazelle Series III	59	45	45	45	45	.0023	.0033	.012	.014	—	—	—	—	.050–60	.050–60	RG	53.7–1.58 [1]
[1] Outer; inner, 26.6–1.46.																	
SKODA																	
All	58–59	45	45	45	45	.0014	.0014	.004C	.008C	—	—	1⅜–45	1⅜–45	.067–79	.067–79	RG	33–1.46
STANDARD																	
8 hp, 10 hp	54–57	45	45	45	45	.001–3	.003–5	.010C	.010C	.255	.255	1⅜–45	1¼–45	.060	.060	RG	25–
Vanguard, Ensign	53–59	45	45	45	45	.001–3	.003–5	.010	.012	—	—	1⅝–45	1½–45	.060	.060	RG	28–
STUDEBAKER																	
Champion	53–57	45	45	45	45	.0025	.0025	.016C	.016C	.344	.344	1¼–45	1½–45	—	—	RG	93/103–1.3[1]
Commander (232 V8)	53–54	45	45	45	45	.0025	.0025	.022H	.022H	.359	.359	1¾–45	1½–45	—	—	RG	130–1.75[1]
Commander, President, Hawk (V8s)	55–58	45	45	45	45	.0025	.0025	.026C[3]	.026C[3]	.359	.359	1⅞–45	1⅞–45	—	—	RG	50–2.031
Lark VI, Silver Hawk (6 Cyl.)	59	45	45	45	45	.0025	.0025	.018C	.018C	.344	.344	1½–45	1½–45	—	—	RG	51.5–1.656
Lark VIII, Silver Hawk (259 V8)	59	45	45	45	45	.0025	.0025	.026C[3]	.026C[3]	.359	.359	1⅞–45	1¾–45	—	—	RG	50–2.031
[1] Valve open. [2] Outer. Inner 16.7–1.38. [3] .024 Hot.																	
SUNBEAM																	
90 Mk II, IIA	53–55	45	44.3	45	45	.0023	.0033	.007C	.009C	—	—	1⅝–45	1½–45	—	—	RG	59–1.70[1]
90 Mk III	55–56	45	44.3	45	45	.0023	.0033	.009C	.011C	—	—	1⅝–45	1½–45	—	—	RG	59–1.70[1]
Rapier Series I	57	45	45	45	45	.0023	.0033	.014	.014	—	—	—	—	—	—	RG	53.7–1.58[2]
Rapier Series II	58–59	45	45	45	45	.0023	.0033	.012	.014	—	—	1¼–45	1¼–45	—	—	RG	53.7–1.58[2]
[1] Outer; inner, 32.5–1.58. [2] Outer; inner, 26.6–1.46.																	
TRIUMPH																	
Mayflower	53–54	45	45	45	45	.002–4	.002–4	.015	.015	—	—	1⅜–45	1¼–45	.060	.060	RG	22
TR2, TR3	54–59	45	45	45	45	.001–3	.003–5	.010	.010	—	—	1¾–45	1¼–45	.060	.060	RG	38
10hp Sedan, Est. Wagon, Pennant	58–59	45	45	45	45	.001–5	.003–5	.010C	.010C	.255	.255	—	—	.060	.060	RG	25
VAUXHALL																	
Wyvern, Velox	53	29	44	30	45	.001–3	.0028	.010H	.010H	.3336	.3336	1½–30	1⅜–45	.035–50	.060–80	RG	114/124–1.21[1]
Wyvern, Victor, Velox, Cresta	54–57	29	44	30	45	.002–4	.001–3	.013H	.013H	.3427	.3427	1½–30	1⅜–45	.035–60	.060–90	RG	35/55–1.524
Victor, Velox, Cresta	58–59	29	44	30	45	.001–3	.001–3	.013H	.013H	.3427	.3427	1½–30	1⅜–45	.035–60	.060–90	RG	35/55–1.524
[1] Valve open.																	

C—Cold. H—Hot. * In pounds compressed to specified length (valve closed).

VALVE SERVICING

MAKE & MODEL	YEAR	Valve Face Angle		Valve Seat Angle		Stem to Guide Clearance		Tappet Clearance		Valve Lift		Seat Reconditioning				Oversize Valve Stems or Repl. Guides	Spring Press.*
												Stone dia & angle		Seat Width			
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.		
VOLKSWAGEN																	
All 25hp	53	45	45	45	45	.0019	.0023	.004C	.004C	—	—	1⅜–45	1¼–45	.051–63	.067–79	RG	73.6–1.1
All 36hp	54–59	45	45	45	45	.0022	.0032	.004C	.004C	—	—	1⅜–45	1¼–45	.051–68	.067–79	RG	73.6–1.1
VOLVO																	
PV544, 122S	58–59	44.5	44.5	45	45	.0018	.0030	.020H	.020H	—	—	1⅜–45	1⅜–45	.060	.060	RG	51.5/60.5–1.54
WILLYS																	
675	53–54	45	45	45	45	.0022	.0035	.020	.020	.284	.300	1⅝–45	1½–45	—	—	RG	50–1.625
685	53–54	45	45	45	45	.0014	.0035	.026	.020	.267	.300	1⅝–45	1½–45	—	—	RG	73–1.66[1]
6-226	54–55	30	45	30	45	.002	.0041	.014C	.014C	.352	.3715	1⅝–30	1½–45	—	—	RG	51–1.672
	[1] Intake; exhaust, 50–1.625.																
WOLSELEY																	
6/90 Series I, II	55–59	30	45	30	45	.0020	.001–2	.012	.012	.3145	.3145	1⅞–30	1¾–45	—	—	RG	62.5–1.531
15/60	59	45	45	45	45	.0020	.001–2	.015	.015	.312	.312	—	—	—	—	RG	77.5–

C—Cold. H—Hot. * In pounds compressed to specified length (valve closed).

CHAMPION

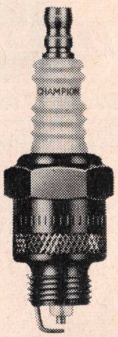
The Spark Plug engineered for every car built by Ford, General Motors, Chrysler, American Motors, Studebaker-Packard and every major foreign maker.

PASSENGER CAR RECOMMENDATIONS

MODEL	YEAR	SPARK PLUG	PLUG GAP
AUSTIN (BR.) ¼" REACH		N-8	.025
BUICK NORMAL SERVICE	'53-'57	J-18Y	.032
BUICK CONSTANT HI-SPEED	'56-'57	J-12Y	.032
BUICK	'58-'59	J-12Y	.032
CADILLAC	'49-'56	J-18Y	.035
CADILLAC	'57-'59	J-12Y	.035
CHEVROLET	'49-'52	J-18Y	.035
CHEVROLET EX. W. SERIES V-8	'53-'59	J-12Y	.035
CHEVROLET W. SERIES V-8	1959	N-12Y	.035
CHEVROLET W. SERIES V-8 CONSTANT HI-SPEED	1959	N-5	.035
CHRYSLER V-8	'51-'53	XJ-18Y	.035
CHRYSLER V-8	1954	N-16Y	.035
CHRYSLER EX. WINDSOR	1955	N-16Y	.035
CHRYSLER WINDSOR	'55-'56	XJ-18Y	.035
CHRYSLER NEW YORKER IMPERIAL	'56-'58	XN-12Y	.035
CHRYSLER WINDSOR SARATOGA	'57-'58	XJ-12Y	.035
CHRYSLER EX. C300 SERIES	1959	J-12Y	.035
CHRYSLER V-8 C-300 SERIES	1959	J-9Y	.035
DE SOTO 6 CYL.	'46-'54	J-11	.035
DE SOTO V-8	'52-'56	XJ-18Y	.035
DE SOTO V-8	'57-'58	XJ-12Y	.035
DE SOTO EX. ADVENTURER	1959	J-12Y	.035
DE SOTO ADVENTURER	1959	J-9Y	.035
DODGE 6 CYL.	'46-'56	J-11	.035
DODGE V-8	'53-'56	XJ-18Y	.035
DODGE 6 CYL.	'57-'59	J-8	.035
DODGE V-8 ⅛" REACH	'57-'58	XJ-12Y	.035
DODGE V-8 ¼" REACH	1958	XN-12Y	.035
DODGE V-8 EX. D-500 2 4-BBL. CARB.	1959	J-12Y	.035
DODGE D-500 2 4-BBL. CARB.	1959	J-9Y	.035
EDSEL V-8	'58-'59	F-11Y	.035
EDSEL 6 CYL.	1959	870	.035
FORD	'49-'54	H-11	.030
FORD 6 CYL.	'55-'59	870	.035
FORD V-8	'55-'57	F-14Y	.035
FORD V-8	'58-'59	F-11Y	.035
FORD V-8 U.S. 292 CU. IN. ENGINE	'58-'59	F-14Y	.035
FORD (BR.) ½" REACH		L-10	.025
FORD (BR.) ¼" REACH		N-8	.032
HILLMAN (BR.) ½" REACH		L-10	.032
HILLMAN (BR.) ¼" REACH		N-8	.025
KAISER-FRAZER	ALL	J-8	.032
LINCOLN	'53-'54	H-10	.035
LINCOLN	'55-'57	F-14Y	.035
LINCOLN	'58-'59	F-11Y	.035
MERCURY	'49-'54	H-10	.030
MERCURY	'55-'57	F-14Y	.035
MERCURY	'58-'59	F-11Y	.035
METEOR V-8	'49-'54	H-11	.030
METEOR V-8	'55-'57	F-14Y	.035
METEOR 6 CYL.	'56-'59	870	.035
METEOR V-8	'58-'59	F-11Y	.035
METROPOLITAN	ALL	N-8	.025
MONARCH	THRU '54	H-10	.030
MONARCH	'55-'57	F-14Y	.035
MONARCH	1959	F-11Y	.035
MORRIS (BR.) ½" REACH		L-10	.025
MORRIS (BR.) ¼" REACH		N-8	.025

MODEL	YEAR	SPARK PLUG	PLUG GAP
OLDSMOBILE V-8	'49-'56	J-18Y	.030
OLDSMOBILE V-8 TRIPLE CARB. ENGS.	'49-'56	J-12Y	.030
OLDSMOBILE V-8	'57-'59	J-12Y	.030
PACKARD V-8 ⅛" REACH	1955	H-18Y	.035
PACKARD V-8 ¼" REACH	'55-'56	N-16Y	.035
PACKARD V-8	'57-'58	H-18Y	.035
PLYMOUTH 6 CYL.	'49-'56	J-11	.035
PLYMOUTH V-8	'55-'56	XJ-18Y	.035
PLYMOUTH 6 CYL.	'57-'58	J-8	.035
PLYMOUTH 6 CYL. (CAN.)	1959	J-11	.035
PLYMOUTH 6 CYL. (U.S.)	1959	J-8	.035
PLYMOUTH V-8	1957	XJ-18Y	.035
PLYMOUTH V-8 EX. COMMANDO	'58-'59	XJ-12Y	.035
PLYMOUTH V-8 COMMANDO	1959	J-9Y	.035
PONTIAC	'46-'54	J-8	.030
PONTIAC 6 CYL.	'55-'59	J-12Y	.035
PONTIAC (CAN.) V-8 EX. 348 ENG.	'55-'59	J-12Y	.035
PONTIAC V-8 348 ENG.	1959	N-12Y	.035
PONTIAC 348 ENG. HI-SPEED DRIVING	1959	N-5	.035
PONTIAC (U.S.) EX. 348 ENG.	'55-'59	J-18Y	.035
RAMBLER	'56-'59	H-10	.035
STUDEBAKER 6 CYL.	'41-'59	J-8	.030
STUDEBAKER V-8 (EX.) '56 GOLDENHAWK	'51-'56	H-18Y	.035
STUDEBAKER GOLDENHAWK	1956	N-16Y	.035
STUDEBAKER GOLDENHAWK	1957	H-10	.035
STUDEBAKER V-8	'57-'59	H-18Y	.035
VAUXHALL (BR.)	ALL	J-8	.030
VOLKSWAGEN	ALL	L-85	.025
WILLYS	'46-'59	J-8	.030

For Other Recommendations Consult Complete Champion Size Chart



MADE IN CANADA SINCE 1919

DEPENDABLE CHAMPION SPARK PLUGS

CHAMPION SPARK PLUG COMPANY OF CANADA LIMITED, WINDSOR, ONTARIO

IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							SPARK PLUG			IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees) Centrifugal @ RPM	Max. Advance (degrees) Vacuum @ In. of Hg.	Make	Type	Gap	Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
AUSTIN														
A30	53–56	Luc.	57–63	18–24	.014–16	CC	17/19–3000	15–18	Champ.	NA8	.017–19	—	Fly.	1342
A40 Somerset	53–54	Luc.	57–63	18–24	.014–16	CC	14/16–2500	9/11–22	Champ.	N8B	.018	0	Fly.	1342
A70 Hereford	53–54	Luc.	57–63	18–24	.010–12	CC	14/16–2500	11/13–23	Champ.	N8B	.025	6.5	Fly.	1342
Austin-Healey 100	54–56	Luc.	57–63	20–24	.014–16	CC	16/18–2000	6–9/11.5	Champ.	NA8	.025	6	Fly.	1342
A50 Cambridge	55–56	Luc.	57–63	18–24	.014–16	CC	11/13–2400	11/13–18	Champ.	N8B	.020	10	Pul.	1342
A90 Westminster	55–56	Luc.	33–37	18–24	.014–16	CC	11/13–1500	9–15	Champ.	N8B	.025	—	Pul.	153624
A35	57–58	Luc.	57–63	18–24	.014–16	CC	16/18–2800	10–14	Champ.	N5	.025	5	Pul.	1342
A55 Cambridge	57–59	Luc.	57–63	18–24	.014–16	CC	11/13–2400	9/11–22	Champ.	N8	.025	5	Pul.	1342
A95, A105 Westminster	57–59	Luc.	33–37	18–24	.014–16	CC	11/13–1500	9–14	Champ.	N8B	.025	3 ATC	Pul.	153624
Austin-Healey 100-Six	57–59	Luc.	33–37	18–24	.014–16	CC	24–2000	8–12	Champ.	N5	.025	3 ATC	Pul.	153624
A40 Farina	58–59	Luc.	57–63	18–24	.014–16	CC	20–3500	6–12	Champ.	N8	.025	5	Pul.	1342
Austin-Healey Sprite	58–59	Luc.	57–63	18–24	.014–16	CC	12/14–2800	6–12	Champ.	N5	.025	5	Pul.	1342
A55 Cambridge Mk II	59	Luc.	57–63	18–24	.014–16	CC	11/13–2400	9/11–22	Champ.	N8B	.025	—	Pul.	1342
Austin-Healey 3000	59	Luc.	33–37	18–24	.014–16	CC	24–2000	8–12	Champ.	—	.025	—	Pul.	153624
BORGWARD														
All	56–59	Bosch	47–53	14.3–17.8	.016	C	16–2500	10–13.78	Bosch	W225T1	.028	TDC[1]	Fly.	1342
[1] Isabella, Combi. Others, 4° ATC														
BUICK														
40, 4300	53	DR	26–23	19–23	.016	C	11/13–2000	10–13	AC	46X	.023–28	4	Fly.	16258374
50, 70	53	DR	26–33	19–23	.016	CC	12–1750	12.5–11/14	AC	44–5	.030–35	5	Fly.	12784563
All	54–56	DR	26–33	19–23	.016	CC	12–1750	10.5–12/14	AC	44–5[1]	.030–35	5	Pul.[2]	12784563
All	57	DR	28–32	19–23	.015	CC	14.5–1875	10.5–12/14	AC	44	.030–35	5	VD	12784563
All	58	DR	28–32	19–23	.015	C	14.5–1875	10.5–12/14	AC	45S	.030–35	5[3]	VD	12784563
44 (Std. Trans.)	59	DR	30	19–23	.015	C	14.5–1875	10.5–12/14	AC	44S	.035	5	VD	12784563
44 (Auto. Trans.)	59	DR	30	19–23	.015	C	9/11–1925	7.5–20.25	AC	44S	.035	12	VD	12784563
46, 47, 48 (Auto. Trans.)	59	DR	30	19–23	.015	C	9/11–2425	10.5–12/14	AC	44S	.035	12	VD	12784563
[1] '56 models, 44. [2] Or vibration damper. [3] Early models; late, 12.														
CADILLAC														
All	53–54	DR	26–33	19–23	.016	C	11/13–1950	14.5–16/17	AC	46–5	.035	2.5	VD	18436572
All	55	DR	26–33	19–23	.016	C	11/13–2075	14.5–15/16	AC	44–5	.035	2.5	VD	18436572
All	56	DR	26–33	19–23	.016	C	9/11–1950	15.5–16	AC	44	.035	5	VD	18436572
All	57	DR	28–32	19–23	.016	C	11/13–2075	12–14.5	AC	44	.035	5	VD	18436572
All	56	DR	28–32	19–23	.016	C	7/9–2000	12–14.5	AC	44	.035	5[1]	VD	18436572
62, 60, 75 (Std. engine)	59	DR	30	19–23	.016	C	7/9–2000	11.25–14.25	AC	44	.035	5	VD	18436572
Eldorado (three 2-bbl carb.)	59	DR	30	19–23	.016	C	8/10–2000	11.25–14.25	AC	44	.035	5	VD	18436572
[1] 10 on 3x2 bbl. carb. engines.														
CHEVROLET														
All Std. Trans.	53–54	DR	38–45	19–23	.016	CC	16/18–1800[1]	7.5–7.5/10	AC	44–5	.035	2	Fly.	153624
All Auto. Trans.	53–54	DR	38–45	19–23	.016	CC	12/14–1750	7.5–7.5/10	AC	44–5	.035	2	Fly.	153624
All 6 Cyl.	55–57	DR	28–35	19–23	.016	CC	12/14–1750	7.5–7.5/10	AC	44–5[2]	.035	0	Fly.	153624
All V8	55–56	DR	26–33	19–23	.016	CC	15/17–1800	11.75–12.75	AC	44–5[2]	.035	4	Fly.	18436572
Corvette	56	DR	28–34	19–23	.016–21	CC	13/15–1850	13.75–15	AC	C43	.033–38	4	VD	18436572
V8, 2 bbl. carb.	57	DR	28–32	19–23	.016	CC	15/17–1800	11.75–12.75	AC	44	.035	4	VD	18436572
V8, 4 bbl. carb.	57	DR	28–32	19–23	.016	CC	13/15–1850	7.5–15/16	AC	44	.035	4	VD	18436572

Corvette	57–58	DR	29	19–23	.018	CC	13/15–1850	15–15.5	AC	44[4]	.033–38	4	VD	18436572
All 6 Cyl.	58	DR	28–35	19–23	.016	C	12/14–1750	7.5–7.5/10	AC	44	.035	0	Fly.	153624
All V8	58	DR	28–32	19–23	—	C	13/15–1875	7.5–15/16	AC	44	.035	4	VD	18436572
All 6 Cyl.	59	DR	28–35	19–23	.016–21	CC	12/14–1750	11–15/16	AC	44	.033–38	5	Fly.	153624
283 V8	59	DR	30	—	.016–21	CC	13/15–1850	8.5–15/16	AC	44	.033–38	4	VD	18436572
348 V8	59	DR	30	—	.016–21	CC	11/13–2300	8.5–15/16	AC	44N	.033–38	4	VD	18436572
Corvette	59	DR	30	—	.016–21	CC	13/15–1850	12–13/15	AC	46	.033–38	4	VD	18436572
Corvette (fuel inj., spec. camshaft)	59	DR	34	—	.014–18	CC	10/12–3000	—	AC	46	.033–38	14	VD	18436572

[1] '54, 12/14–1750. [2] '55; '56–57, 44. [4] '57; '58, 46.

CHRYSLER

C 60, C62 (6 Cyl.)	53–54	AL	36–42	17–20	.018–20	C	18/22–2850[1]	16/20–15[2]	AL	AR8[3]	.035	TDC	VD	153624
C 56, C58, C59 (331 V8)	53	AL	26–28[4]	17–20	.015–18	C	20/24–3550	21/25–17	AL	4S–140	.035	4	VD	18436572
C63, C64, C66 (331 V8)	54	AL	26–28[4]	17–20	.015–18	C	11/13–2100	10.5–15	AL	4GS–150	.035	4	VD	18436572
C68, C69, C70 (331 V8)	55	AL	26–28[4]	17–20	.017	C	13/15–2050	10.5–15	AL	4GS–175	.035	6	VD	18436572
C67 (301 V8)	55	AL	26–28[4]	17–20	.017	C	13/15–2050	10.5–15	AL	4S–165	.035	6	VD	18436572
C71 (303 V8)	56	AL	29–32	17–20	.017	C	14–16/2150	12.5–16	AL	AR–52A	.035	2	Pul.	18436572
C70, C72, C73, C75 (354 V8)	56–57	AL	29–32	17–20	.017	C	9.5–2400	10.5–15	AL	AGR–42	.035	4	VD	18436572
LC2 (354 V8)	58	AL	27–32	17–20	.015–22	C	18/22–4200	20/24–16	AL	AR–42	.035	8	VD	18436572
IM, LC3 (392 V8)	57–58	AL	36–40[5]	17–20	.015–18	C	18/22–4800	20/24–16	AL	AGR–42	.035	6	VD	18436572
MC1, MC2 (361 & 383 V8)	59	AL	27–32	17–20	.015–18	CC	9.5–2150	11–16.5	AL	A–42	.035	10	VD	18436572
MC3 (413 V8)	59	AL	34–40[5]	17–20	.015–18	CC	17/21–4300	23/29–16.4	AL	A–32	.035	10	VD	18436572

[1] C62, 9/11–1425. [2] C62, 8/10–15. [3] C62, 4S–140. [4] One set; both, 32–36. [5] Both sets.

DE SOTO

S18 (6 Cyl.)	53	AL	36–42	17–20	.018–20	C	18/22–2850	16/20–15	AL	AR8	.035	TDC	VD	153624
S20 (6 Cyl.)	54	AL	36–42	17–20	.018–20	C	9/11–1425	8/10–15	AL	4S–140	.035	2	VD	153624
S16, S19 (276 V8)	53–54	AL	28–30[1]	17–20	.015–18	C	26/30–3800[2]	21/25–17[3]	AL	4S–140	.035	4	VD	18436572
S21 (291 V8)	55	AL	26–20	17–20	.015–18	C	11/13–1800	10.5–15	AL	4S–165	.035	4	VD	18436572
S22 (291 V8)	55	AL	26–28	17–20	.015–18	C	7/9–800	6/8–11	AL	4S–140	.035	10	VD	18436572
S23, S24 (330 V8)	56	AL	29–32	17–20	.017	C	8.5–2200	12.5–15/16	AL	AR–52A	.035	4	VD	18436572
S25, S26 (341 V8)	57	AL	29–32	17–20	.015–18	C	9/11–1700[4]	14/16–18	AL	AR–42	.035	6	VD	18436572
S27 (325 V8)	57	AL	29–32	17–20	.015–18	C	8.5–1700	9.5–16	AL	AR–42	.035	6	VD	18436572
LS2 (354 V8)	58	AL	27–32	17–20	.015–22	C	18/22–4200	20/24–16	AL	AR–42	.035	8	VD	18436572
LS3 (361 V8)	58	AL	27–32	17–20	.015–18	C	18–22–4000	23–29/16.5	AL	AR–42	.035	6	VD	18436572
MS2, MS3 (383 V8)	59	AL	27–32	17–20	.015–18	CC	9.5–2150	11–16.5	AL	A–42	.035	10	VD	18436572

[1] One set; both, 34–36. [2] S19, 10/12–1920. [3] S19, 10.5/12.5–17. [4] S26, 8/10–2300.

DKW

All 3-6	56–59	AU	[1]	[2]	.016	C	26.7[3]	—	Bosch[4]	M175T1	.020–28	12.75	[5]	123

[1] Single cam operates three contact breakers at 120° intervals. [2] Never dress contact points. Spring part of replacement contact assembly.
[3] Checked with engine stationary. [4] Or Champion K11 on 1000 models. [5] Find TDC on each cylinder and fire separately.

DODGE

D43 (228 6 Cyl.)	53	AL	34–38	17–20	.020	C	18/22–2850	14/18–14	AL	AR–8	.035	TDC	Pul.	153624
D44, D50 (241 V8)	53–54	AL	32–36[1]	17–20	.017	C	28/32–3500	21/25–17	AL	45–140	.035	4	Pul.	18436572
D49, D54-1, -2 Std. Trans. (228 6 Cyl.)	54–55	AL	39–42	17–20	.020	C	9/11–1600	7/9–14	AL	45–140	.035	2	VD	153624
D59 (241 & 260 V8s)	55	AL	26–28	17–20	.018	C	17/19–1900	6/8–11	AL	45–165	.035	4	Pul.	18436572
D54-1, -2 Auto. Trans., D54-4, D60, D64, LE1 (251 6 Cyl.)	55–58	AL	29–32[2]	17–20	.020	C	9–11–1600[5]	7/9–14[4]	AL	AS–140[5]	.035	2[6]	VD	153624
D55, D61 (270 V8)	55–56	AL	26–28[7]	17–20	.017	C	11/13–1625[8]	6/8–11[9]	AL	45–165[10]	.035	4	Pul.	18436572
D61, (277 V8)	56	AL	29–32	17–20	.017	C	14/16–2150	12.5–15/16	AL	AR–52A	.035	4	Pul.	18436572
D63, D65 (303 V8)	56–57	AL	29–32	17–20	.017	C	15–2150[11]	12.5–16[12]	AL	AR–52A	.035	2[13]	Pul.	18436572
D67, LE2, ME2 (313 V8)	57–59	AL	26–28	17–20	.015–18	C	20/26–1800	24/29–16	AL	AR–42	.035	8	Pul.	18436572
LD3 (354 V8)	58	AL	27–32	17–20	.015–22	C	18/22–4200	20–24/16	AL	AR–42	.035	8	VD	18436572
ME1 (6 Cyl.)	59	AL	34–38	17–20	.020	C	14/18–3100	20/24–16	AL	AR–80	.035	6	VD	153624
MD3 (361 V8)	59	AL	27–32	17–20	.015–18	CC	9.5–2150	11–16.5	AL	AR–42	.035	10	VD	18436572

[1] Both sets. [2] D54, 39–42; D64, 34–36; LE1, 34–38. [3] D60, 9/11–1425; D64, 7/9–1600; LE1, 14/18–3100. [4] D60, 8/10–16; D64, 10/12–16; LE1, 20/24–16.
[5] D60, D64, LE1, AR–80A. [6] D64, 4; LE1, 60. [7] D61, 29–32. [8] D61, 14/16–2150. [9] D61, 13.5/11.5–15/16. [10] D61, AR–52A.
[11] D65, 10.5/12.5–2200. [12] D65, 12/14–18. [13] D65, 4.

A—Auto-Lite. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Fly.—Flywheel. Luc.—Lucas. Pul.—Pulley. VD—Vibration damper.

IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							SPARK PLUG			IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees) Centrifugal @ RPM	Max. Advance (degrees) Vacuum @ In. of Hg.	Make	Type	Gap	Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
EDSEL														
361 Engine	58–59	AL	26–28½	17–20	.014–16	CC	7½/9–2000	5/7–15	Champ.	F11Y	.032–36	3[1]	VD	15426378
410 Engine	58	AL	26–28½	17–20	.014–16	CC	11¼–2000	7/9–14	Champ.	F11Y	.032–36	3[1]	VD	15426378
6 Cyl.	59	AL	35–38	17–20	.024–26	C	—	11¼–5.99	Champ.	870	.032–36	4	VD	153624
332 Engine	59	AL	26–28½	17–20	.014–16	CC	14¼–2000	9½/12½–15	Champ.	F11Y	.032–36	3[1]	VD	15426378
361 Engine	59	AL	26–28½	17–20	.014–16	CC	14¾–2000	7½/10½–14	Champ.	F11Y	.032–36	3[1]	VD	15426378
	[1] 6 deg. with auto. trans.													
FIAT														
600	58–59	MAR	—	17±2	.017–19	C	30–4000	11–	Champ.	H9	.027–31	10	—	1342
1100, 1200	58–59	MAR	—	19±2	.017–19	C	30–4000	11–	Champ.	H9	.027–31	0	VD	1342
FORD														
239, 255 V8 Engines	53–54	AL	26–28½	17–20	.014–16	C	—	10/11–3.7	Champ.	H10	.029–32	2	VD	15486372
272 Engine	55–56	AL	26–28½	17–20	.014–16	CC	—	16.5–4.6[2]	Champ.	870	.032–36	3[1]	VD	15486372
223 Engine (6 Cyl.)	56–57	AL	35–38	17–20	.024–26	C	—	14.5–6[3]	Champ.	870	.032–36	4[1]	VD	153624
292, 312 Engines	56	AL	26–28½	17–20	.014–16	CC	—	13/14–2.19	Champ.	870	.032–36	3[1]	VD	15486372
272, 292 Engines	57	AL	26–28½	17–20	.014–16	CC	17/18–2000	10/12–20	Champ.	870[4]	.032–36	3[1]	VD	15486372
312 Engine	57	AL	26–28½	17–20	.014–16	CC	12/13–2000	11/13–20	Champ.	860	.032–36	3[1]	VD	15486372
223 Engine (6 Cyl.)	58	AL	35–38	17–20	.024–26	C	—	11/12–3.38	Champ.	870	.032–36	0[5]	VD	153624
272 Engine	58	AL	26–28½	17–20	.014–16	CC	17/18–1600	11/13–21	Champ.	F14Y	.032–36	3[1]	VD	15486372
332 Engine	58	AL	26–28½	17–20	.014–16	CC	14/15–2000	11.5–20	Champ.	F11Y	.032–36	3[1]	VD	15426378
352 Engine	58	AL	26–28½	17–20	.014–16	CC	11–2000	11.5–20	Champ.	F11Y	.032–36	3[1]	VD	15426378
361 Engine	58	AL	26–28½	17–20	.014–16	CC	7.5/9–2000	5/7–15	Champ.	F11Y	.032–36	3[1]	VD	15426378
223 Engine (6 Cyl.)	59	AL	35–38	17–20	.024–26	C	—	11¼–1800	Champ.	870	.032–36	4	VD	153624
292 Engine	59	AL	26–28½	17–20	.014–16	CC	15½–2000	9½/12½–15	Champ.	F14Y	.032–36	3[1]	VD	15486372
332 Engine	59	AL	26–28½	17–20	.014–16	CC	14¼–2000	9½–12½–15	Champ.	F11Y	.032–36	3[1]	VD	15426378
352, 361 Engines	59	AL	26–28½	17–20	.014–16	CC	14¾–2000	7½/10½–14	Champ.	F11Y	.032–36	3[1]	VD	15426378
430 Engine	59	AL	26–28½	17–20	.014–16	CC	15½–2000	9½/12½–16	Champ.	F11Y	.032–36	6	VD	15426378
	[1] 6 deg. with auto. trans. [2] '56, 16/17–4.6. [3] '57, 12/13¼–3.38. [4] 292 engine, 860. [5] 4 deg. with auto. trans. MAR—Marelli.													
FORD (British)														
All L-head	54–59	Ford	27–33	18–24	.014–16	CC	9/11–2000[1]	—	Champ.	L10	.025	8	Pul.	1243
Consul	53–55	Ford	27–33	18–24	.014–16	CC	6/8–3000	8.5/10.5–16	Champ.	N8B	.030–34	11	Pul.	1243
Zephyr, Zodiac	53–55	Ford	23–27	20–24	.014–16	CC	7/9–2000	10.25–16	Champ.	N8B	.030–34	11	Pul.	153624
Consul	56–59	Ford	27–33	18–24	.014–16	CC	12/14–4000	6.5/8.5–16	Champ.	N8B	.032	8	Pul.	1243
Zephyr, Zodiac	56–59	Ford	23–27	20–24	.014–16	CC	10/12–2600	6/8–16	Champ.	N8B	.032	8	Pul.	153624
	[1] '53-'56; '57–59, 6/8–2500.													
FORD (German)														
Taunus 12M	59	Bosch[1]	52[2]	14.3–17.8	.016–20	CC	19/21–3000	8/9–10.24	Bosch[3]	M175TI	.027–31	TDC	VD	1243
Taunus 17M	59	Bosch[1]	52[2]	14.3–17.8	.016–20	CC	21/23–4500	12/13–16.53	Bosch[3]	M175TI	.027–31	TDC	VD	1243
	[1] Or FK. [2] FK, 55 deg. [3] Or Champion L85.													
HILLMAN														
All	53–54	Luc.	27–33	18–24	.016	C	9/11–2000	3/6–	Champ.	L10	.028	7	Pul.	1342
Minx	55–56	Luc.	27–33	18–24	.016	C	16/18–2500	5/14–	Champ.	N8B	.028	8	Pul.	1342
Minx Series I	57	Luc.	27–33	18–24	.016	CC	16/18–3000	5.5/7.5–14	Champ.	N8	.028–32	10–12	Pul.	1342
Minx Series II, III	58–59	Luc.	27–33	18–24	.016	CC	16/18–3000	5.5/7.5–14	Champ.	N8	028–32	4–6[1]	Pul.	1342
	[1] Series III, 9–11°.													

HUDSON														
4C, 4D, 5C, 5D, 7C, 7D, Hornet[1]	53–56	AL	31–37	17–20	.020	C	27–3000	15–9.5	Champ.	H10	.030	TDC	Fly.	153624
Jet, 1D, 2D, 3D, Wasp	54–56	AL	31–37	17–20	.020	C	18–4000	7.5–11.25	Champ.	H10	.032	TDC	VD	153624
Hornet V8	55–56	AL	33–39	17–20	.017	CC	40–2400	11–10	Champ.	H10	.035	5	VD	18436572
Hornet 327 V8	57	DR	28–32	19–23	.016	CC	34/38–3800	20–15	AL	AL7	.035	5[2]	VD	18436572
[1] 6 Cyl. [2] 10 deg. optional with auto. trans.														
HUMBER														
Super Snipe	59	Luc.	23–27	20–24	.014–16	C	11/13–1500	6–17/20	Champ.	N5	.025	5–7	VD	153624
IMPERIAL														
LY1 (392 V8)	58	AL	36–39[1]	17–20	.015–18	C	18/22–4800	20/24–16	AL	AGR–42	.035	6	VD	18436572
MY1 (413 V8)	59	AL	34–40[1]	17–20	.015–18	CC	17/21–4300	23/29–16.4	AL	A–42	.035	10	VD	18436572
[1] Both sets.														
JAGUAR														
XK120 (8:1 comp. ratio)	53–54	Luc.	32–37	18–24	.014–16	C	13–15–2000	6–9/11.5	Champ.	N8B	.022	5	Fly.	153624
Mk VII (standard)	55–57	Luc.	32–37	18–24	.014–16	C	13/15–2500	11/13–22	Champ.	NA8	.022	5	VD	153624
Mk VII (spec. equip.)	55–57	Luc.	32–37	18–24	.014–16	C	15–17/3000	—	Champ.	NA8	.022	6	VD	153624
XK140 (standard)	55–57	Luc.	32–37	18–24	.014–16	C	13/15–3200	11/13–18	Champ.	N8B	.022	10	VD	153624
XK140 (competition)	55–57	Luc.	32–37	18–24	.014–16	C	13–15/2000	6–9/11.5	Champ.	N8B	.022	10	VD	153624
XK140 (spec. equip.)	55–57	Luc.	32–37	18–24	.014–16	C	13/15–2000[1]	10–12.5/17	Champ.	N8B	.022	10	VD	153624
2.4 litre	56–59	Luc.	32–37	18–24	.014–16	C	20/23–3200	11/13–18	Champ.	N5	.030	6	Fly.	153624
Mk VIII (8:1 comp. ratio)	57–59	Luc.	32–37	18–24	.014–16	C	17/19–3200	8/10–20	Champ.	N5	.022	6	VD	153624
Mk IX	58–59	Luc.	32–37	18–24	.014–16	C	17/19–3400	—	Champ.	N5	.022	4	VD	153624
XK150 (8:1 comp. ratio)	58–59	Luc.	32–37	18–24	.014–16	C	17/19–3200	8/10–20	Champ.	N5	.022	6	VD	153624
XK150S (9:1 comp. ratio)	58–59	Luc.	32–37	18–24	.014–16	C	8/10–2000	11/13–18	Champ.	N5	.022	9	VD	153624
3.4 litre	58–59	Luc.	32–37	18–24	.014–16	C	17/19–3200	8/10–20	Champ.	N5	.025	2	Fly.	153624
[1] 8:1 comp. ratio; with 9:1 comp. ratio, 15/17–3000.														
LAND ROVER														
Series I	53–58	Luc.	57–63	18–24	.014–16	C	20/22–3100	10–12.5/17	Lodge[1]	—	.029–32	10	Fly.	1342
Series II 2¼ litre	58–59	Luc.	57–63	18–24	.014–16	C	17/19–2800	—	Lodge[1]	—	.029–32	6	Fly.	1342
Series II 2 litre Diesel	58–59			NOT APPLICABLE										
[1] Or Champion.														
LINCOLN														
All	53	AL	26–28½	17–20	.014–16	CC	—	16–4.8	Champ.	H10	.029–32	3	VD	15486372
All	54	AL	26–28½	17–20	.014–16	CC	—	17–2.6	Champ.	H10	.033–37	3	VD	15486372
All	55	AL	26–28½	17–20	.014–16	CC	—	13–2.3	Champ.	870	.032–36	3[1]	VD	15486372
All	56	AL	26–28½	17–20	.014–16	CC	—	14–1.9	Champ.	860	.032–36	3[1]	VD	15486372
All	57	AL	26–28½	17–20	.014–16	CC	13/14–2000	7/9–20	Champ.	860	.032–36	8	VD	15486372
All	58	AL	26–28½	17–20	.014–16	CC	14–2000	10.5/12–15	Champ.	F11Y	.032–36	6	VD	15426378
All	59	AL	26–28½	17–20	.014–16	CC	15.5–2000	9.5/12–16	Champ.	F11Y	.032–36	6	VD	15426378
[1] 6 deg. with auto. trans.														
MERCEDES-BENZ														
190	59	Bosch	48–52	14–17	.016–19	C	18.5–2200	10–7/12	Bosch	W175RT7N	.035–39	7–9	VD	1342
220S, SE	59	Bosch	34–38	—	.014–16	C	15/17–2300	9/11–14	Bosch	W225T7D	.028	2 ATC	VD	153624
300	59	Bosch	34–38	17–21	.014–16	C	21–26/2200	12–10.6	Bosch	W260RT20	.024–39	1	VD	153624
300 SL	59	Bosch	35–38	17–19	.012	C	13–2300	None	Bosch	W260T20	.030–24	6 ATC	VD	153624
MERCURY & MONARCH														
All	53	AL	26–28½	17–20	.014–16	C	—	8–3.7	Champ.	H10	.032–37	2	VD	15486372
All	54	AL	26–28½	17–20	.014–16	CC	—	16–1.52	Champ.	H10	.029–33	3	VD	15486372
All	55	AL	26–28½	17–20	.014–16	CC	—	15–1.95	Champ.	870	.032–36	3[1]	VD	15486372
All	56	AL	26–28½	17–20	.014–16	CC	—	13/14–2.19	Champ.	870	.032–36	5	VD	15486372
312 Engine	57	AL	26–28½	17–20	.014–16	CC	12/13–2000	11/13–20	Champ.	860	.032–36	6	VD	15486372
368 Engine	57	AL	26–28½	17–20	.014–16	CC	12/13–2000	7/9–20	Champ.	F14Y	.032–36	8	VD	15486372
383 & 430 Engines	58	AL	26–28½	17–20	.014–16	CC	12/14–2000	11/12–20	Champ.	F11Y	.032–36	3[1]	VD	15426378
383 & 430 Engines	59	AL	26–28½	17–20	.014–16	CC	14–15/2000	10/15–16	Champ.	F11Y	.032–36	3[1]	VD	15426378
[1] 6 deg. with auto. trans.														

C—Clockwise. CC—Counter-clockwise. Fly—Flywheel. Pul—Pulley. TDC—Top dead centre. VD–Vibration damper.

IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							SPARK PLUG			IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance Centrifugal @ RPM	Max. Advance Vacuum In. of Hg.	Make	Type	Gap	Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
METEOR														
239, 255 V8 Engines	53–54	AL	26–28½	17–20	.014–16	C	—	10/11–3.7	Champ.	H10	.029–32	2	VD	15486372
272 Engine	55–56	AL	26–28½	17–20	.014–16	CC	—	16.5–4.6[2]	Champ.	870	.032–36	3[1]	VD	15486372
223 Engine (6 Cyl.)	56–57	AL	35–38	17–20	.024–26	C	—	14.5–6[3]	Champ.	870	.032–36	4[1]	VD	153624
292, 312 Engines	56	AL	26–28½	17–20	.014–16	CC	—	13/14–2.19	Champ.	870	.032–36	3[1]	VD	15486372
272, 292 Engines	57	AL	26–28½	17–20	.014–16	CC	17/18–2000	10/12–20	Champ.	870[4]	.032–36	3[1]	VD	15486372
312 Engine	57	AL	26–28½	17–20	.014–16	CC	13–2000	11/13–20	Champ.	860	.032–36	3[1]	VD	15486372
223 Engine (6 Cyl.)	58	AL	35–38	17–20	.024–26	C	—	11/12–3.38	Champ.	870	.032–36	0[5]	VD	153624
272 Engine	58	AL	26–28½	17–20	.014–16	CC	17/18–1600	11/13–21	Champ.	F14Y	.032–36	3[1]	VD	15486372
332 Engine	58	AL	26–28½	17–20	.014–16	CC	14/15–2000	11.5–20	Champ.	F11Y	.032–36	3[1]	VD	15426378
361 Engine	58	AL	26–28½	17–20	.014–16	CC	7.5/9–2000	5/7–15	Champ.	F11Y	.032–36	3[1]	VD	154626378
223 Engine	59	AL	35–38	17–20	.024–26	C	—	11.2–5.99	Champ.	870	.032–36	4	VD	153624
332 Engine	59	AL	26–28½	17–20	.014–16	CC	14–2000	11–15	Champ.	F11Y	.032–36	3[1]	VD	15426378
361 Engine	59	AL	26–28½	17–20	.014–16	CC	14.7–2000	9–14	Champ.	F11Y	.032–36	3[1]	VD	15426378

[1] 6 deg. with auto. trans. [2] 56, 16/17¼–4.6. [3] 57, 12/13¼–3.38. [4] 292 Engine, 860. [5] 4 deg. with auto. trans.

METROPOLITAN														
1500	57–59	Luc.	57–63	20–24	.014–16	CC	24–3480	20–17	Champ.[1]	N8B	.024–26	5	Pul.	1342

[1] Or Auto-Lite AG–5.

MG														
TD	53	Luc.	57–63	18–24	.014–16	CC	14/16–2600	—	Champ.	NA8	.020–22	TDC	Fly	1342
TF	54–55	Luc.	57–63	18–24	.014–16	CC	11/13–2200	—	Champ.	NA8	.020–22	TDC	Fly.	1342
Series A	56–59	Luc.	57–63	18–24	.014–16	CC	11/13–1500	7/14–	Champ.	N5	.019–21	7	Pul.	1342
Series A Twin Cam	59	Luc.	57–63	18–24	.014–16	CC	11/13–1500	7/14–	Champ.	N5	.024–26	TDC	Pul.	1342
Magnette Series ZA	54–56	Luc.	57–63	18–24	.014–16	CC	15/17–3000	3/9–	Champ.	N8B	.017–19	TDC	Pul	1342
Magnette Series ZB	57–59	Luc.	57–63	18–24	.014–16	CC	13–15–2000	6/14–	Champ.	N5	.019–21	4	Pul.	1342
Magnette Mk III	59	Luc.	57–63	18–24	.014–16	CC	13/15–2000	6/14–	Champ.	N5	.025	5	Pul.	1342
MORRIS														
Minor, Series MM	53	Luc.	27–33	18–24	.014–16	CC	9/11–2700	5/14–	Champ.	L10	.018–22	—	Fly.	1342
Minor, Series II	54–56	Luc.	27–33	18–24	.014–16	CC	17/19–3000	3/13–	Champ.	NA8	.018–22	—	Pul.	1342
Minor 1000	57–59	Luc.	27–33	18–24	.014–16	CC	15/17–2800	5/12–	Champ.	N5	.025	0	Pul.	1342
Oxford Series MO	53	Luc.	27–33	18–24	.014–16	CC	9/11–2500	5/14–	Champ.	L10	.018–22	—	Fly.	1342
Oxford Series II	54–56	Luc.	27–33	18–24	.014–16	CC	16/18–2800	—	Champ.	N8B	.017–19	—	Pul.	1342
Oxford Series III	57–59	Luc.	27–33	18–24	.014–16	CC	11/13–2400	3/13–	Champ.	N8	.025	5	Pul.	1342
Oxford Series V	59	Luc.	27–33	18–24	.014–16	CC	11/13–2400	9/11–22	Champ.	N8	.025	—	Pul.	1342
Isis (Six) Series I	56	Luc.	27–33	18–24	.014–16	CC	11/14–1500	5/12–	Champ.	N8B	.019–21	6	Pul.	153624
Isis (Six) Series II	57–59	Luc.	27–33	18–24	.014–16	CC	15/17–2800	11/13–	Champ.	N8B	.025	6	Pul.	153624
NASH (See also Rambler & Metropolitan)														
Ambassador (252 6 Cyl. OHV)	53–55	DR	31–37	17–21	.022	C	26/30–2700	12–14/16	AL	AL5[2]	.030	4 ATDC	VD	153624
Statesman, Rambler (6 Cyl. L-head)	53–55	DR	31–37	17–21	.022	CC	18/22–2400	9/13–11	AL	A7	.030	4ATDC	VD	153624
Ambassador, (252 6 Cyl. OHV)	56	AL	36–42	17–20	.020	C	28–2700	12–14	AL	A7	.030	4 ATDC	VD	153624
Statesman, Rambler (195 6 Cyl. OHV)	56	DR	28–35	19–23	.016	CC	30/34–3200	10–11.75	AL	AL7	.030	4 ATDC	VD	153624
Ambassador (320 V8)[1]	55–56	AL	33–39	17–20	.017[4]	CC	40–2400[3]	11–10[3]	AL	AG5	.035	5	VD	18436572
Ambassador (250 V8)	56–57	DR	28–35	19–23	.016	CC	22/26–2250	20–11	AL	AL7	.035	5	VD	18436572
Ambassador (327 V8)	57	DR	28–32	19–23	.016	CC	34/38–3800	20–15	Champ.	H10	.035	5	VD	18436572

[1] 352 cu. inch in 1956. [2] Dual Jetfire; A7 in Jetfire. [3] Model 13K–4001; model IBK–4001-B 32–3500 and 24–13. [4] Dual breaker points.

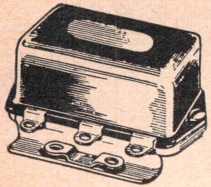
OLDSMOBILE														
88, 98	53	DR	26–33	19–23	.016	C	14/16–1850	10–15/16	AC	46–5	.030	5	Pul.	18376542
88, Super 88, 98	54–55	DR	26–33	19–23	.016	C	13/15–1726	10–15/16	AC	46–5	.030	5	Pul.	18736542
88, Super 88, 98	56	DR	26–33	19–23	.016	C	11/13–2000	10.75–16	AC	44	.030	5	Pul.	18736542
88, Super 88, 98	57	DR	28–32	19–23	.016	C	11/13–2200	10–16	AC	44	.030	5	Pul.	18736542
88, Super 88, 98	58	DR	28–32	19–23	.016	CC	11/13–2200	12–13/16	AC	44	.030	5	VD	18736542
88, Super 88, 98	59	DR	28–32	19–23	.016	CC	11/13–2200	11–19/21	AC	44	.030	5	VD	18736542
PACKARD														
2601, 5400 (288 Engine)	53–54	DR	26–33	19–23	.016	CC	8–1600	5–9.5/11	AL	A–7[1]	.023–28	6°	VD	16258374
2611, 2636, 5401, 5411, 5402 (327 eng.)	53–54	AL	27±3	17–20	.017± .002	CC	8–1600	5–9.5/11	AL	A–7[1]	.025	6°	VD	16258374
5431, 5406, 5426 (359 Engine)	54	DR	26–33	19–23	.016	CC	9/11–950	5–12/14.5	AL	A–7[1]	.025	TDC	VD	16258374
5540 (320 V8)	55	AL	27±3	17–20	.017± .002	C	20–1200	5.5–10	Champ.	N–83	.035	6°	VD	18436572
5560, 5580 (352 V8)	55	DR	26–33	19–23	.016	CC	15/17–2100	–12.5	Champ.	H–10	.033–37	6°	VD	18436572
5640, 5660 (352 V8)	56	AL	31	17–20	.017	CC	15–2000[2]	10–13[2]	Champ.	N–18	.033–37	5°	VD	18436572
5680, 5688 (374 V8)	56	DR	26–33	19–23	.016	CC	11/13–2000	–14.5/15	Champ.	N–18	.033–37	10°	VD	18436572
57L, 58L (289 V8)	57–58	DR	26–33	19–23	.016	C	11/13–1125	9/10–10/15[3]	Champ.	H–18Y	.036	4°	VD	18436572
[1] Or Champion J–8. [2] 1BJ–4001 C Distributor. [3] 7/9–10.25/11.5 on '58 model.														
PEUGEOT														
403	59	—	55–59	—	.015	C	14–2100	—	AC	F10	.024	9.5	Fly.	1342
PLYMOUTH														
P24 (228 6 Cyl.)	53	AL	34–38	17–20	.020	C	18/22–2850	14/18–14	AL	AR–8	.035	TDC	Pul.	153624
P25 (228 6 Cyl.)	54	AL	38–40	17–20	.020	C	9/11–1600	7/9–14	AL	45–140	.035	2	Pul.	153624
P27 (241 & 260 V8s)	55	AL	26–28	17–20	.018	C	17/19–1900	6/8–11	AL	45–165	.035	4	Pul.	18436572
P26 (228 & 251 6 Cyl.)	55	AL	39–42	17–20	.020	C	9/11–1600	7/9–14	AL	45–140	.035	2	Pul.[1]	153624
P28 (251 6 Cyl.)	56	AL	29–32	17–20	.020	C	9/11–1425	8/10–16	AL	AR–80A	.035	2	VD	153624
P29 (270 and 277 V8s)	56	AL	29–32	17–20	.017	C	14–16/2150	11.5–16	AL	AR–52	.035	4	Pul.	18436572
P30 (251 6 Cyl.)	57	AL	34–38	17–20	.020	C	7/9–1600	10/12–16	AL	AR–80A	.035	4	VD	153624
P31 (303 V8)	57	AL	29–32	17–20	.020	C	11.5–2200	12/14–18	AL	AR–52A	.035	4	Pul.	18436572
LP1, MP1 (251 6 Cyl.)	58–59	AL	34–38	17–20	.020	C	14/18–3100	20/24–16	AL	AR–80A	.035	6	VD	153624
LP2, MP2 (313 V8)	58–59	AL	29	17–20	.015–18	C	20/24–4800	24/29–16	AL	AR–80	.035	8	Pul.	18436572
[1] P26–4, VD.														
PONTIAC														
20, 22, 25 (6 Cyl. L-head)	53–54	DR	31–37	19–23	.016	C	11.5–1800	11–20.5	AC	44–5	.030	3	VD	153642
27, 28 (8 Cyl. L-head)	53–54	DR	21–30	19–23	.016	C	10/12–1950	11–20.5	AC	44–5	.025	6	VD	16258374
20, 22, 7000 (6 Cyl. OHV)	55–58	DR	28–35	19–23	.016	CC	12/14–1750	7.5–7.5/10	AC	44	.035	5	Fly.	153642
20, 22 (265 V8)	55–56	DR	26–33	19–23	.016	CC	15/17–1800	11.75–12.75	AC	44–5	.035	4	Fly.	18436572
27, 28 (287 V8)	55	DR	26–33	19–23	.016	C	14/16–1700	8–13.5	AC	44–5	.035	5	VD	18436572
27, 28 (316 V8)	56	DR	26–33	19–23	.016	C	9/11–1800	8–13.5	AC	44	.035	5	VD	18436572
20, 22 (283 V8, 2 bbl. carbs.)	57	DR	28–32	19–23	—	CC	15/17–1800	11–12.75	AC	44	.035	4	VD	18436572
20, 22 (238 V8, 4 bbl. carbs.)	57	DR	28–32	19–23	—	CC	13/15–1850	7.5–15/16	AC	44	.035	4	VD	18436572
27, 28 (347 V8)	57	DR	28–32	19–23	—	C	12/14–2125	11–15.75	AC	45	033–38	6	VD	18436572
7000 (283 & 348 V8s)	58	DR	28–32	19–23	—	CC	13/15–1875	7.5–15/16	AC	44	.035	4	VD	18436572
25, 27, 28 (370 V8, Std. Trans.)	58	DR	28–32	19–23	—	C	13/15–2300	10–13/15	AC	44	.035	4	VD	18436572
25, 27, 28 (370, Auto. Trans.)	58	DR	28–32	19–23	—	C	10/12–2300	10–13/15	AC	45	.033–38	6	Pul.	18436572
7000 (6 Cyl.)	59	DR	28–35	19–23	—	CC	22/26–2400	7.5–10	AC	44	.033–38	5	Fly.	153624
7000 (283 V8)	59	DR	30	19–23	—	CC	13/15–1875	8.5–15/16	AC	44	.033–38	4	VD	18436572
7000 (348 V8)	59	DR	30	19–23	—	CC	11/13–2300	8.5–15/16	AC	44N	.033–38	4	VD	18436572
21, 24, 27, 2800 (389 V8)	59	DR	28–32	19–23	—	CC	8/10–1450	9–14/15	AC	45	.033–38	6	Pul.	18436572
PORSCHE														
1600, 1600S	58–59	Bosch	47–53	14–18	.016–20	C	30–3000	—	Bosch	225T1[1]	.027–28	5	Pul.	1432
[1] 1600S, 240T1.														

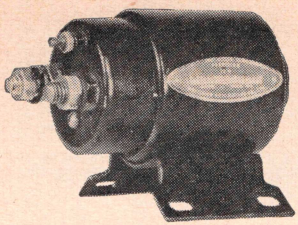
C—Clockwise. CC—Counter-clockwise. Fly—Flywheel. Pul—Pulley. TDC—Top dead centre. VD—Vibration damper.

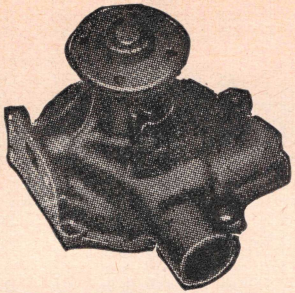
IGNITION

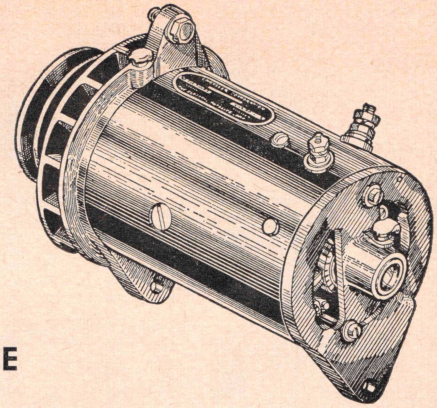
MAKE & MODEL	YEAR	DISTRIBUTOR							SPARK PLUG			IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance		Make	Type	Gap	Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
							Centrifugal @ RPM	Vacuum In. of Hg.						
RAMBLER														
American (6 Cyl.)	58–59	DR	28–35[2]	19–23	.016	CC	12/16–4000	9/13–11	AL[1]	AL–7	.033–37	3	VD	153624
10 Series (6-OHV)	58–59	DR	28–35[2]	19–23	.016	CC	20/24–4200	22–17/16	AL[1]	AL–7	.033–37	5	VD	153624
Rebel V8 20 Series	58–59	DR	28–32	19–23	.016	CC	34/38–4000	24–15/13	AL[1]	AL–7	.033–37	TDC	VD	18436572
Ambassador V8 80 Series	58–59	DR	28–32	19–23	.016	CC	34/38–3800	18/22–16/14	AL[1]	AL–7	.033–37	5	VD	18436572
[1] Or Champion H–10. [2] Set at 30.														
RENAULT														
Dauphine	57	Bosch	—	16–21	.018	C	12.5–2075	—	AC	45F	.020	[1]	P	1342
Dauphine	58–59	SEV	—	16–21	.018	C	12.5–2075	—	AC	45F	.020	[1]	P	1342
Dauphine	59	Bosch	47–53	14–18	.018	C	12.5–2075	—	AC	45F	.020	[1]	P	1342
[1] Notch 5/64 ins. before pointer.														
RILEY														
Two-Point-Six	58–59	Luc.	35	18–29	.014–16	CC	15–2000	8–15	Champ.	N5	.025	4–5	—	153624
One-Point-Five, 4/Sixty Eight	58–59	Luc.	57–63	18–24	.014–16	CC	13/15–2000	8–20	Champ.	N5	.025	TDC	—	1342
ROVER														
75	53–56	Luc.	33–37	.014–16	.014–16	CC	13–2500	6–17	Lodge[1]	CLNH	.030	—	VD	153624
75	57–59	Luc.	33–37	.014–16	.014–16	CC	13.5–2500	6–17	Lodge[1]	CLNH	.030	10	VD	153624
90	54–59	Luc.	33–37	.014–16	.014–16	CC	11/13–2400	8–16	Lodge[1]	CLNH	.030	10	VD	153624
105R, 105S	57–59	Luc.	33–37	.014–16	.014–16	CC	8/10–1500	5–13	Lodge[1]	HLN	.030	3	VD	153624
[1] Or Champion.														
SIMCA														
Aronde	58–59	SEV	56	—	.017–19	C	44–	None	AL	AE6	.025	4	Pul.	1342
Vedette	59	—	28	17 min.	.015–16	C	—	9–4.09	AC	45L	.023	3	None	15486372
SINGER														
Gazelle Series III	59	Luc.	27–33	18–24	.014–16	CC	18–3000	12/16–	Champ.	N8	.028–32	9–11	Pul.	1342
SKODA														
All	59	PAL	16	—	.016	C	—	—	PAL[1]	14/195[1]	.024	8	[3]	1342
[1] Original equipment. Others suitable, Champion J6, Bosch 14–175–T1. [3] Groove in flywheel.														
STANDARD														
8 hp	54–57	Luc.	27–33	18–24	.014–16	CC	12/14–2450	9/11–	Lodge	HLN	.025	10	Pul.	1342
10hp	54–59	Luc.	27–33	18–24	.014–16	CC	12/14–2450	9/11–	Lodge	HLN	.025	30	Pul.	1342
Vanguard, Ensign	53–59	Luc.	27–33	20–24	.014–16	CC	20/23–2000	11/13–	Lodge	CN	.025	12	Pul.	1342
STUDEBAKER														
Champion	53–57	AL	39±3	17–20	.020	CC	7–1400	9–12	Champ.	J7	.030	2	VD	153624
Commander (232 V8)	53–54	DR	28–34	19–23	.013	CC	15/17–1450	9–12.5	Champ.	H11	.035	4	VD	18436572
Commander, President, (259 V8)	55	DR	28–34	19–23	.013	CC	15/17–1450	7/9–10/11.5	Champ.	H11	.035	8[1]	VD	18436572
Commander, President, Golden Hawk	56–58	DR	26–33	19–23	.016	CC	11/13–1125	10–10/11.5	Champ.	H11[2]	.035	4	VD	18436572
Scotsman, Lark, S'r Hawk, (6 Cyl.)	58–59	AL	39±3	19	.020	CC	7–1400	8.5–12	AL	A5	.030	2	VD	153624
Lark, Silver Hawk (259 V8)	59	DR	26–33	19–23	.016	C	11/13–1125	7/9–10.25	Champ.	H–18Y	.035	4	VD	18436572
[1] President– 4 deg. [2] '58 models H–18Y.														
SUNBEAM														
90 Mk II	53	Luc.	—	20–24	.012	C	—	—	Champ.	NA8	.028–32	1	Fly.	1342
90 Mk IIA, III	54–56	Luc.	—	20–24	.016	C	—	—	Champ.	NA8	.028–32	1	Fly.	1342

Rapier Series I	57	Luc.	27–33	18–24	.014–16	CC	16/18–3000	8–14	Champ.	N8B	.028–32	10–12	Pul.	1342
Rapier Series II	58–59	Luc.	27–33	18–24	.014–16	CC	16/18–3000	8–14	Champ.	NA8	.025	7–9	Pul.	1342
TRIUMPH														
Mayflower	53–54	Luc.	27–33	20–24	.010–12	CC	9/11–2000	5/7–	Lodge	CLNH	.025	10	Pul.	1342
TR2, TR3	54–59	Luc.	27–33	20–24	.014–16	CC	15/17–2200	5–7/	Lodge	CNY	.025	4	Pul.	1342
Sedan, Est. Wagon, Pennant	58–59	Luc.	27–33	18–24	.014–16	CC	12/14–2450	9/11–	Lodge	HLN	.025	10	Pul.	1342
VAUXHALL														
Wyvern (4 Cyl.)	53–56	Luc.	57–63	20–24	.014–16	C	12–1800	5.5–20	AC	48	.028–30	2	Fly.	1342
Velox (6 Cyl.)	53	Luc.	33–37	20–24	.012–14	C	12–1800	5.5–20	AC	48	.028–30	2	Fly.	153624
Velox, Cresta	53–58	Luc.	23–27	20–24	.014–16	C	10/12–2000	5.5–20	AC	44–5V[1]	.028–30	2[2]	Fly.	153624
Velox, Cresta (6 Cyl.)	54–55	ACD	35–37	17–21	.019–21	C	10/12–1600	5.5–20	AC	44–5V	.028–30	2	Fly.	153624
Victor	57–58	Luc.	27–33	18–24	.014–16	C	15.5–2600	5.5–20	AC	44–5V	.028–30	9	Fly.	1342
Victor	57–59	ACD	35–37	17–21	.019–21	C	15.5–2000	5.5–20	AC	44–5V	.028–30	9	Fly.	1432
Velox, Cresta	56–59	ACD	35–37	17–21	.019–21	C	10/12–1600	5.5–20	AC	44–5V	.028–30	9	Fly.	153624
	ACD—AC—Delco [1] '53 models, 48. [2] '56–59, 9°.													
VOLKSWAGEN														
All	53	Bosch	42	14–18	.016	C	24.5–3400	12–10.5	Bosch	175	.025	5	Pul.	1432
All	54–59	Bosch	42	14–18	.016	C	34.5–3300	12–10.5	Bosch	225	.025	7.5	Pul.	1432
VOLVO														
PV544, 122S	58–59	Bosch	47–53	14–18	.016–20	C	21–1500	8–20	Champ.	J6	.030	4	Fly.	1342
WILLYS														
675	53–54	AL	36–42	17–20	.020	—	9.5–1300	12–13	AL[1]	A7	.030	5	VD	153624
685	53–54	AL	36–42	17–20	.020	—	9.5–1300	12–14	AL[1]	A7	.030	5	VD	153624
6-226	54–55	AL	36–42	17–20	.020	—	9–1675	5–15	AL[1]	A7	.030	4	VD	153624
	[1] Or Champion J8.													









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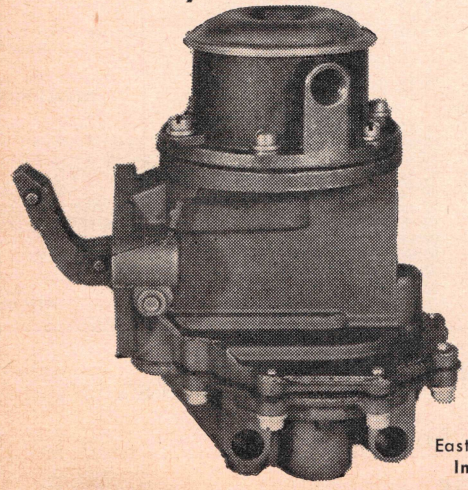

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STARTING AND CHARGING SYSTEMS

MAKE & MODEL	YEAR	BATTERY			STARTING MOTOR						GENERATOR						REGULATOR		
		Voltage	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No. Load Test			Locked Armature		Make	Brush Spring Tension (oz.)	Cold Output			Cutout Closing Voltage @ Gen. RPM	Setting Range*	
							Amps.	Volts	@ RPM	Amps.	Volts			Amps.	Volts	@ RPM		Voltage	Current
AUSTIN																			
A30	53–56	12	43–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	
A35	57–59	12	43–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	—	
A40 Somerset	53–54	12	58–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	[2]
A40 Farina	58–59	12	43–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	—	[2]
A50 Cambridge	55–56	12	58–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	[2]
A55 Cambridge, Cambridge II	57–59	12	43–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13-1125	—	[2]
A70 Hereford	53–54	12	72–20	P	Luc	Ben	45	12	[3]	450	7.2	Luc	36–44	22	13.5	1700	13–975	16.3	[2]
A90, A95, A105 Westminster	55–59	12	58–20	P	Luc	Ben	45	12	[3]	450	7.2	Luc	36–44	22	13.5	1700	13–975	16.3	[2]
Austin-Healey 100 (4 Cyl.)	54–56	12	57–50	P	Luc	Ben	45	12	[3]	450	7.2	Luc	36–44	22	13.5	1700	13–975	16.3	[2]
Austin-Healey 100-6	57–59	12	58–20	P	Luc	Ben	45	12	[3]	450	7.2	Luc	36–44	22	13.5	1700	13–975	16.3	[2]
Austin-Healey Sprite	58–59	12	43–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	—	[2]
[1] 8500–10,000 rpm. [2] All two-bobbin voltage controls can be set without current rating. [3] 7400–8500 rpm.																			
BORGWARD																			
All	56–59	6	84–20	N	Bos	ORC	60–80	5.5	4–600	475	3.5	Bos	16–21.4	28	6	2500	5.7–6.4	6.1–7	29
BUICK																			
4300 (Can.), 40 (U.S.)	53	6	100–20	N	DR	ORC	65	5.67	5000	525	3.37	DR	24–32	45	8	2350	5.9/6.7–	6.9–7.4	42–47
50, 70	53	12	60–20	N	DR	ORC	95	10.2	4000	470	5.1	DR	24–32	30	14	2150	11.8/13.5–	14.2	27–33
All	54	12	60–20	N	DR	ORC	95	10.1	3500	460	5.2	DR	28	30	14	2300[1]	12.8–	14.5	30
All	55–56	12	62–20[2]	N	DR	ORC	95	10.1	3500	470	5.4	DR	28	30	14	2150	11.8/13.5–	14.3	27–33
All	57–58	12	70–20	N	DR	ORC	73	10.6	36–5100	330	3.5	DR	28	45[3]	14	2600[3]	11.8/13.5–	14.2	38–45
4400, 4600 conv.	59	12	70–20	N	DR	ORC	73	10.6	36–5100	330	3.5	DR	26–32	35	14	2630	12.8–1450	14.2	32–38
4600, 4700, 4800	59	12	70–20	N	DR	ORC	100	10.6	47–5400	330	2	DR	26–32	45	14	2520	12.8–1450	14.2	32–38
[1] 2150 on 4400, 4600 series. [2] All '55 and '56 series 4400 and 4600, 60–20. [3] 35 amp. @ 2510 rpm on '57 models.																			
CADILLAC																			
All	53	12	60–20	N	DR	ORC	75	10.3	6500	520	4.9	DR	28	30	14	2150	11.8/13.5–	14.3	27–33
All	54–55	12	60–20	N	DR	ORC	95[1]	10.1[1]	3500[1]	470[2]	5.4[2]	DR	28	30	14	2150	11.8/13.5–	14.3	27–33
All	56	12	70–20	N	DR	ORC	91	10.6	3240	363	3.5	DR	28	30	14	2150	11.8/13.5–	14.3	27–33
All	57	12	70–20	N	DR	ORC	73	10.6	36–5100	330	3.5	DR	28	35[3]	14	2510[3]	11.9/13.5–	14.3	32–37[3]
All	58	12	70–20	N	DR	ORC	73	10.6	36–5100	330	3.5	DR	28	45	14	2600[4]	11.8/13.5–	14.3	32–37
All	59	12	70–20	N	DR	ORC	73	10.6	36–5100	330	3.5	DR	28	35[5]	14	2630[5]	11.8/13.5[5]–	14.2	32–38
[1] Late '55 models, 75–10.3–6500. [2] Late '55 and all '54, 460–5.2. [3] With air conditioning 45, 2600, 37–42. [4] Late '58 production, 2520. [5] 67, 68 series and air cond. models, 45, 2600, 11.8/13.																			
CHEVROLET																			
All	53–54	6	100–20	N	DR	ORC	70	5.65	5500	550	3.25	DR	28	45	8	3000	5.9/6.7–	6.9–7.4	42–47
All 6 Cyl.	55–56	12	60–20	N	DR	ORC	75	10.3	6900	435	5.8	DR	28	30	14	2150	11.8/13.5–	14.3	27–33
All V8	55–56	12	53–20[1]	N	DR	ORC	75	10.3	6900	534	5.8	DR	28	30	14	2150	11.8/13.5–	14.3	27–33
6 Cyl and V8	57	12	60–20	N	DR	ORC	49–76	10.6	62–9400	290	4.25	DR	28	25	14	2570	11.8/13.5–	14.3	23–27
6 Cyl. and 283 V8	58–59	12	53–20	N	DR	ORC	49–76	10.6	62–9400	290	4.25	DR	28	35	14	2240[2]	12.7–1300	14.2	32–38
348 V8	58–59	12	61–20	N	DR	ORC	73	10.6	36–5100	330	3.5	DR	28	30	14	2240	12.7–1300	14.2	32–38
[1] 60–20 in '55. [2] 2630 with power steering; 2310 on Corvette.																			
CHRYSLER																			
C60, C62 (6 Cyl.)	53–54	6	120–	P	AL	ORC	58	5.5	5300	610	3	AL	35–53	45	8	2250	6.5–1000[1]	7.1–7.4	45–57
C56, (331 V8)	53	6	135–	P	AL	ORC	58	5.5	5300	610	3	AL	35–53	50	8	2250	6.5–1000	7.1–7.4	45–57
C58, C 63, C64	53–54	6	135–	P	AL	ORC	65	5	4300	4.10	2	AL	35–53	50	8	2250	6.5–960	7.1–7.4	45–57[9]

C59, C66, C70	53–55	12	65–20	P	AL	ORC	21	10	4000	140	4	AL	18–36	30	15	1800	13.5–960	14.3	25–38
C67 (301 V8), C68, C69 (331 V8)	55	6	120–[2]	P	AL	ORC	65	5.0	4900[3]	410	2	AL	35–53	45[4]	8	2250	6.6–1000	7.1–7.4	50–62[5]
C71, (303 V8)	56	12	60–20	N	AL	ORC	60	10	3200	240	4	AL	18–36	30	15	1800	13.4–1300	14.3	30–40
C70, C72, C73, C75 (354 V8)	56–57	12	60–20	N	AL	ORC	85	4	3400	225	4	AL	18–36	30	15	2250	13.4–840[6]	14.3	40–51[7]
LC2 (354 V8)	58	12	60–20	N	AL	ORC	85	11	3400	225	4	AL	18–36	30	15	1800	13.2–1300	14.3	30–40
IM, C76, LC3 (392 V8)	57–58	12	60–20	N	AL	ORC	85	11	3400	225	4	AL	18–36	30	15	1800	13.4–1300	14.3	30–40
All	59	12	60–20	N	AL	ORC[8]	80	11	3800	350	4	AL	18–36	35	15	1800	13–1200	12	35

[1] C62, 6.3/6.8–960. [2] C68, C69, 135. [3] C69, 4300. [4] C68, C69, 50. [5] C67, 45–77. [6] C72, C73, C75 ,13.4–1300. [7] C72, C73, 30–40.
[8] Bendix on MC1. [9] C64, 50–62.

DE SOTO

S16 (276 V8), S18 (6 Cyl.)	53	6	135–20[1]	P	AL	ORC	58	5.5	4900[2]	500[3]	3	AL	35–53	45[4]	8[4]	2250[4]	6.7–1000	7.1–7.4	45–57
S19 (276 V8), S20 (6 Cyl.)	54	6	120–20	P	AL	ORC	65	5.0	4300[5]	335[6]	2	AL	35–53	45[4]	8[4]	2250[4]	6.6–3000	7.1–7.4	45–57
S21, S22 (290 V8)	55	6	135–20[1]	P	AL	ORC	65	5.0	4900	410	2	AL	35–53	45[4]	8[4]	2250[4]	6.6–1000	7.1–7.4	45–57[7]
S23, S24 (330 V8)	56	12	60–20	N	AL	ORC	60	10	3200	240	4	AL	18–36	30	15	2150	13.4–1300	14.5	30–40
S25, S26 (341 V8)	57	12	60–20	N	AL	ORC	85	4	3400	225	4	AL	18–36	30	15	1750	13.4–1300	14.5	30–40
S27 (325 V8)	57	12	60–20	N	AL	ORC	85	4	3400	225	4	AL	18–36	30	15	1750	13.4–1300	14.5	30–40
LS2, LS3 (361 V8)	58	12	60–20	N	AL	ORC	85[8]	11	3400[8]	225[8]	4	AL	18–36	30	15	1800	13.4–1300	14.5	30–40
MS2, MS3 (383 V8)	59	12	60–20	N	AL	ORC	80	11	3800	350	4	AL	18–36	35	15	1800	13.1–1040	14.6	33–37

[1] S18, S22, 120–20. [2] S18, 5300. [3] S18, 610. [4] S16, S19, S21, 50–8–1840. [5] S20, 4900. [6] S20, 410. [7] S21, 50–62. [8] LS3, 80–3800–350.

DKW

All 3-6	56–59	6	60–20	N	Bos	Ben	70	5.5	55–7500	450	3.5	Bos	16–21.4	28	6	2500	5.7–6.4	6.1–7	29

DODGE

D43 (6 Cyl.)	53	6	100	P	AL	Ben	58	6	4900	335	2	AL	35–53	45	8	2540	6.6–1000	7.2–7.5	45–47
D44, D50, D59[1] (241 V8)	53–55	6	105	P	AL	Ben	58	5.5	4900	500	3	AL	35–53	45	8	2150	6.6–1000	7.1–7.4	45–47
D49, D54-1 -2[2] (6 Cyl.), D55 (270 V8)	54–55	6	105	P	AL	Ben	58	5.5	4900	500	3	AL	35–53	45	8	2200[5]	6.6–1000	7.1–7.4	45–47
D54-1 -2[3], D54-4 (251 6 Cyl.)	54	6	120	P	AL	Ben	58	5.5	4900	500	3	AL	35–53	45	8	2125	6.6–1000	7.1–7.4	45–47
D61 (270 V8)[4]	56	12	60	N	AL	Ben	50	10	4400	275	5	AL	18–36	30	15	1800	13.4–1300	14.5	30–40
D60, D64 (6 Cyl.) D63, D65 (303 V8) D67 (313 V8)	56–57	12	60–20	N	AL	Ben	60	10	3200	300	5	AL	18–36	30	15	1800	13.4–1300	14.5	30–40
LE2 (313 V8)	58	12	50–20	N	AL	Ben	50	11	3600	210	4	AL	18–36	30	15	1800	13.4–1300	14.5	30–40
LD3 (354 V8)	58	12	60–20	N	AL	Ben	58	11	3800	350	4	AL	18–36	30	15	1800	13.4–1300	14.5	30–40
LE1, ME1 (6 Cyl.)	58–59	12	60–20	N	AL	Ben	50	11	5500	355	4	AL	18–36	35[6]	15	1800	13.4–1300	14.5	30–40
ME2 (313 V8)	59	12	50–20	N	AL	Ben	50	11	5500	355	4	AL	18–36	35	15	1800	13.4–1300	14.5	30–40
MD3 (361 V8)	59	12	60–20	N	AL	Ben	58	11	3800	350	4	AL	18–36	35	15	1800	13–1040	14.5	30–40

[1] D59 after engine 1499C, 270 cu. in. V8. [2] Std. Transmission. [3] Auto. transmission. [4] 277 V8 after engine 6000C. [5] D55, 2250
[6] LE1, 30.

EDSEL

361 Engine	58	12	55–20[1]	N	—	Ben–FT	85	—	4500	550	5	AL	26–34	30	15	1095	12.8–1150	15	28–32
410 Engine	58	12	55–20[1]	N	—	Ben–FT	85	—	4500	550	5	AL	26–34	35	15	1190	12.8–1150	15	33–37
All	59	12	55–20	N	Own	Ben–FT	80	12	4500	550	5	Own	32–40	30[2]	16	1500	12.4–13.2	15	28–32
All	58	12	55–20	N	AL	Ben	85	12	4500	550	5	AL	48–56	30	15	2450	12.8–	15	28–32
All	59	12	55–20	N	AL	Ben	85	12	4500	550	5	AL	32–40	30	15	2525	12.8–	15	28–32

[1] 65 Amp. hrs. with automatic transmission. [2] With air cond., 35. Optional, 40. FT—Folo-Thru type Bendix drive.

FIAT

All	58–59	12	38–20[1]	N	Fiat	ORC	30	12	8500	258	7.6	Fiat	21	16	12	2550	12.4/12.8	14.2	16

[1] 1200 models, 48–20.

FORD

All	53–54	6	100–20	P	AL	Ben	70	6	—	700	3.5	AL	26–34	35	7.2	—	6/6.6–	7.4–7.8	34–38
All	55	6	90–20	P	AL	Ben	70	6	3–5000	700	3.5	AL	26–34	35	7.2	—	6/6.6–	7.4–7.8	33–37
All	56	12	55–20	N	AL	Ben	120	12	4800	550	5	AL	26–34	30	15	2500	12/12.8–	15	28–32
All	57–58	12	55–20	N	AL	Ben	80	12	4500	550	5	AL	32–40	30	15	2450	12.8–	15	28–32
All	59	12	55–20	N	AL	Ben	85	12	4500	550	5	AL	32–40	30	15	2525	12.8–	15	28–32

* At air temp. 70–80 deg. F. Ben—Bendix. ORC—overrunning clutch.

STARTING AND CHARGING SYSTEMS

MAKE & MODEL	YEAR	BATTERY			STARTING MOTOR						GENERATOR					REGULATOR		
		Volt-age	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No. Load Test			Locked Armature		Make	Brush Spring Tension (oz.)	Cold Output			Cutout Closing Voltage @ Gen. RPM	Setting Range*	
							Amps.	Volts	@ RPM	Amps.	Volts			Amps.	Volts	@ RPM		Volt-age	Current
FORD (British)																			
All L-head Engines	54–59	12	40–20	P	Ford	Ben	—	—	—	375	—	Ford	—	—	—	—	12.7/13.3–	15.6	—
Consul	53–55	12	57–20	P	Ford	Ben	—	—	—	380	—	Ford	—	—	—	—	12.7/13.3–	16.1	—
Zephyr, Zodiac	53–55	12	57–20	P	Ford	Ben	—	—	—	450	—	Ford	—	—	—	—	12.7/13.3–	16.1	—
Consul	56–59	12	57–20	P	Ford	Ben	—	—	—	380	—	Ford	—	—	—	—	13–	16.1	—
Zephyr, Zodiac	56–59	12	72–20	P	Ford	Ben	—	—	—	380	—	Ford	—	—	—	—	13–	16.1	—
FORD (German)																			
Taunus 12M & 17M	59	6	84–20	N	Bos	ORC	60–80	5.5	4–6000	500	3.5	Bos[1]	16–21.4	28	6	2500	5.7–6.4/	6.1–7	29
[1] Or FK.																			
HILLMAN																			
All	53–59	12	43–20[1]	P	Luc	Ben	45	12	[2]	380	7.6	Luc	22–25	19	13	2025	13–1050	16.3	—
[1] All 1959, '58 Mk III and S/Wagon, 58–20. [2] 8500–10,000 rpm.																			
HUDSON																			
4C, 4D, 5C, 5D, 7C, 7D, Hornet (6 Cyl.)	53–54	6	100–20	P	AL	Ben	65	5	4300	335	2.0	AL	35–53	45	8	2025	6.3/6.8–	7.35[1]	52[2]
Jet 1D, 2D, 3D	54	6	90–20	P	AL	Ben	68	5	4000	280	2.0	AL	35–53	45	8	2025	6.3/6.8–	7.35[1]	52[2]
Wasp	55	6	100–20	P	AL	Ben	70	5.5	4300	280	2.0	AL	35–53	45	8	2025	6.3/6.8–	7.35[1]	52[2]
Hornet (6 Cyl.)	55	6	105–20	P	AL	Ben	65	5.5	4900	335	2.0	AL	35–53	45	8	2025	6.3/6.8–	7.35[1]	52[2]
Hornet V8	55	6	105–20	P	AL	Ben	65	5	4900	410	2.0	AL	35–53	45	8	2025	6.3/6.8–	7.35[1]	52[2]
Wasp (6 Cyl.)	56	12	50–20[3]	N	AL	Ben	50	10	6900	235	4.0	AL	18–36	30	15	2250	13/13.75	14.51	27–31
Hornet (6 & V8)	56	12	50–20[3]	N	AL	Ben.	60	10	3200	240	4.0	AL	18–36	30	15	2250	13/13.75	14.51	27–31
Hornet 327 V8	57	12	60–20	N	DR	ORC	75	10.3	6900	—	—	DR	28	30[4]	14	2210[4]	11.8/13.5	14.2	32–37
[1] At 70 deg. F. [2] Max. at 70 deg. F. [3] 60–20 with air conditioning. [4] With air cond., 35 amps, 2510 rpm.																			
HUMBER																			
Super Snipe IV	53–55	12	72–20	P	Luc	Ben	45	12	[1]	440	7.6	Luc	36–44	22	13.5	1800	13.0–1100	—	—
Hawk VI	53–55	12	58–20	P	Luc	Ben	45	12	[2]	450	7.6	Luc	22–25	19	13.5	2025	13.0–1050	—	—
Hawk	58–59	12	58–20	P	Luc	Ben	45	12	[2]	450	7.6	Luc	22–25	19	13.5	2025	13.0–1050	—	—
Super Snipe	59	12	72–20	P	Luc	Ben	45	12	[1]	440	7.6	Luc	36–44	22	13.5	1800	13.0–1100	—	—
[1] 5800–6800 rpm. [2] 7400–8500 rpm.																			
IMPERIAL																			
LY1	58	12	70–20	N	AL	ORC	80	11	3800	350	4	AL	20–36	33	15	1800	13.4–1040	14.5	30–40
MY1	59	12	70–20	N	AL	ORC	80	11	3800	350	4	AL	18–36	35	15	1800	13–1040	14.6	33–37
JAGUAR																			
XK120[1]	53–54	12	72–20	P	Luc	Ben	45	12	58–6800	440	7.6	Luc	36–44	22	13.5	1800	13–1175	16.3	—
XK140,[1] XK150,[1] Mk VII, VIII, IX[1]	53–59	12	72–20	P	Luc	Ben	45	12	58–6800	440	7.6	Luc	36–44	22	13.5	1800	13–1175	15.6[3]	22±1
2.4, 3.4	56–59	12	58–20	P	Luc	Ben	45	12	58–6800	440[3]	7.6[3]	Luc	36–44	22	13.5	1800	13–1175	15.6[2]	22±1
[1] Two 6v. batteries (except XK140 hardtop). [2] Before 1958, Mk VII, VIII and 2.4, 16–16.5. [3] 2.4 std. trans., 440–460, 7.4–7.0 volts.																			
LAND ROVER																			
All (Gas engine)	53–59	12	51–12	P	Luc	[2]	45	12	74–8500	450	7.2	Luc	22–25	19	13.5	1800	12.7/13.3–	16.3	—
Series II 2 litre Diesel	58–59	12	120–12[1]	P	Luc	[3]	—	—	—	—	—	Luc	22–25	19	13.5	1800	12.7/13.3–	15.3	—
[1] Two 6v. batteries. [2] Spring-loaded pinion and sleeve. [3] Multi-plate clutch.																			
LINCOLN																			
All	53	6	110–20	P	Ford	Ben	70	6	3–6000	700	3.5	Ford	26–34	40	7.1	1675	6/6.6–	7.3–7.8	38–42
All	54	6	110–20	P	Ford	Ben	70	6	3–6000	700	3.5	Ford	26–34	50	7.1	1850	6/6.6–	7.4–7.8	48–52
All	55	6	110–20	P	AL	Ben	65	6	6–8000	700	3.5	AL	26–34	50	8	—	6/6.6–	7.4–7.8	48–52

All	56	12	65–20	N	AL	Ben	120	12	4800	550	5	AL	26–34	30	15	2500	12/12.8–	15	28–32
All	57	12	70–20	N	AL	Ben	80	12	4500	550	5	AL	26–34	40	15	2390	12/12.8–	15	38–42
All	58	12	70–20	N	AL	Ben	85	12	4500	550	5	AL	32–40	40	15	2500	12/12.8–	15	38–42
All	59	12	70–20	N	Ford	Ben	85	12	4500	550	5	Ford	32–40	40	15	1111[1]	12.8–	15	38–42

[1] Engine RPM.

MERCEDES-BENZ

190	59	12	56–10	N	Bos	ORC	—	—	—	—	—	—	—	—	13.5	1490	—	14.4	—	
220S, 220SE	59	12	42–10	N	Bos	ORC	—	—	—	—	—	—	—	—	—	—	—	—	—	
300 Automatic	59	12	70–10	N	Bos	ORC	—	—	—	—	—	—	—	—	—	—	—	—	—	
300SL	59	12	56–10	N	Bos	ORC	—	—	—	—	—	—	—	—	—	—	—	—	—	

MERCURY & MONARCH

All	53	6	100–20	P	AL	Ben	70	6	3–6000	700	3.5	AL	26–34	35	7.1	1700	6/6.6	7.4–7.8	34–38
All	54	6	100–20	P	AL	Ben	70	6	3–6000	700	3.5	AL	26–34	40	7.1	1750	6/6.6–	7.4–7.8	38–42
All	55	6	100–20	P	AL	Ben	65	6	6–8000	700	3.5	AL	26–34	40	8	—	6/6.6–	7.4–7.8	38–42
All	56	12	55–20	N	AL	Ben	120	12	4800	550	5	AL	26–34	30	15	2500	12/12.8–	15	28–32
All	57	12	55–20	N	AL	Ben	80	12	4500	550	5	AL	26–34	30	15	2450	12/12.8–	15	28–32
All Std. Trans.	58	12	55–20	N	AL	Ben	80	12	4500	550	5	AL	32–40	30	15	2525	12/12.8–	15	28–32
All Auto. Trans.	58	12	65–20	N	AL	Ben	80	12	4500	550	5	AL	32–40	35	15	2670	12.8	15	33–37
All	59	12	65–20[1]	N	AL	Ben	80[2]	12	4500	550	5	AL	32–40	35	15	2670	12.8	15	33–37

[1] Monterey and Lucerne with std. trans., 55. [2] Park Lane and Sceptre, 85.

METEOR

All	53–54	6	100–20	P	AL	Ben	70	6	—	700	3.5	AL	26–34	35	7.2	—	6/6.6–	7.4–7.8	34–38
All	55	6	90–20	P	AL	Ben	70	6	3–5000	700	3.5	AL	26–34	35	7.2	—	6/6.6–	7.4–7.8	33–37
All	56	12	55–20	N	AL	Ben	120	12	4800	550	5	AL	26–34	30	15	2500	12/12.8–	15	28–32
All	57–58	12	55–20	N	AL	Ben	80	12	4500	550	5	AL	32–40	30	15	2450	12.8–	15	28–32
All	59	12	55–20	N	AL	Ben	85	12	4500	550	5	AL	32–40	30	15	2525	32.8–	15	28–32

METROPOLITAN

1500	57–59	12	57–20	P	Luc	Ben	45	12	8500	380	7.5	Luc	22–25	19	13.5	2025	12.7–1050	—	—

MG

TD, TF	53–55	12	58–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—
Magnette ZA, ZB	54–59	12	58–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—
Series A, Series A Twin Cam	56–59	12	58–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—
Magnette Series III	59	12	43–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	—	—

[1] 8500–10,000 rpm.

MORRIS

Minor Series MM, Series II, 1000	53–59	12	43–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—
Oxford Series MO, II, III, V	53–59	12	58–20	P	Luc	Ben	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—
Isis (Six) Series I, II	56–58	12	58–20	P	Luc	Ben	45	12	[2]	450	7.6	Luc	36–44	22	13.5	1800	13–1175	16.3	—

[1] 8500–10,000 rpm. [2] 7400–8500 rpm.

NASH

Ambassador	53–54	6	105–20	P	DR	ORC	70	5.65	5500	570[1]	3.15[1]	DR	28	—	—	—	6.4	7.4	47
Statesman	53	6	100–20	P	DR	ORC	70	5.65	5500	550	3.25	DR	28	—	—	—	6.4	7.4	47
Rambler	53	6	100–20	P	DR	ORC	70	5.65	5500	550	3.25	DR	28	—	—	—	6.4	7.4	38
Statesman, Rambler	54	6	100–20	P	AL	Ben	65	5.0	4300	335	2.0	AL	35–53	—	—	—	6.6	7.35	40
Ambassador 6	55	6	105–20	P	DR	ORC	70[2]	5.65[2]	5500	570[2]	3.15[2]	DR	28	—	—	—	6.4	7.2	45
Ambassador V8	55	6	105–20	P	AL	Ben	65	5.0	4900	410	2.0	AL	35–53	—	—	—	6.6	7.35	43–47
Statesman, Rambler	55	6	100–20	P	DR	ORC	70	5.65	5500	550	3.25	DR	28	—	—	—	6.4	7.2	45[3]
St'man, Rambler, Amb. Spec. V8 (250)	56	12	50–20[4]	N	DR	ORC	75	10.3	6900	—	—	DR	28	25[5]	14[5]	2780[5]	11.8/13.5	14.2	23–27[6]
Ambassador 6 & 352 V8	56	12	50–20[4]	N	AL	Ben	60	10.0	3200	240	4.0	AL	18–36	30	15	2250	13/13.75	14.51	27–31
Ambassador 327 V8	57	12	60–20	N	DR	ORC	75	10.3	6900	—	—	DR	28	30[7]	14[7]	2210[7]	11.8/13.5	14.2	27–33[8]

[1] With Hydra-Matic trans., 550 amps., 3.25 volts. [2] With Hydra-Matic trans., 80, 5.7, 600, 3.0. [3] Rambler, 38.
[4] Rambler 45–20; all with air conditioning, 60–20. [5] With air cond., 30, 14, 2150. [6] With air cond., 27–33. [7] With air cond., 35, 14, 2510.
[8] With air cond., 32–37.

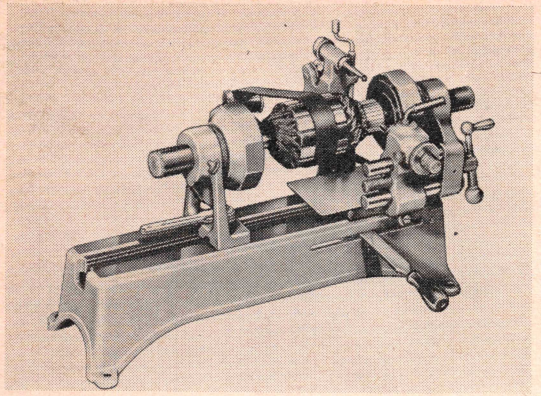
* At air temp. 70–80 deg. F. Ben—Bendix. ORC—overrunning clutch.

STARTING AND CHARGING SYSTEMS

MAKE & MODEL	YEAR	BATTERY			STARTING MOTOR							GENERATOR						REGULATOR		
		Volt-age	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No. Load Test			Locked Armature		Make	Brush Spring Tension (oz.)	Cold Output				Cutout Closing Voltage @ Gen. RPM	Setting Range*	
							Amps.	Volts	@ RPM	Amps.	Volts			Amps.	Volts	@ RPM			Volt-age	Current
OLDSMOBILE																				
88, Super 88, 98	53	12	70–20	N	DR	ORC	75	10.3	6500	520	4.9	DR	28	30	14	2150		11.8/13.5–	13.3	27–33
88, Super 88, 98	54–56	12	60–20	N	DR	ORC	95	10.1	3500	470	5.4	DR	28	30	14	2150[1]		11.8/13.5–	13.3	27–33
88, Super 88, 98	57–58	12	70–20	N	DR	ORC	73	10.6	36–5100	450[2]	3.5	DR	28	35	14	2520		11.8–13.5–	13.3	27–33[3]
88, Super 88, 98 (Series 32, 35, 38)	59	12	70–20	N	DR	ORC	100	10.6	47–5400	305	2.0	DR	28	35	14	2520		11.8/13.5–	14.2	32–38
[1] '55 and '56, 2310. [2] '58 models, 330. [3] '58 models, 32–37.																				
PACKARD																				
2611,2631, 5401, 5411, 5402 (327 eng.)	53–54	6	120–20	P	AL[1]	Ben	65	5	4900	410	2	AL[1]	35–53	45	8	2050		6.3-6.8/[1]	7.32[2]	42–46[2]
5431, 5406, 5426 (359 Engine)	54	6	120–20	P	DR	ORC	70	5.65	5500	570	3.15	DR	28	45	8	2450		6.4/	7.3	4.7
5540 (320 V8)	55	12	60–20	P	AL	Ben	60	10	3200	210	4	AL	35–53	30	15	2150		13.38	14.51[2]	27–31[2]
5560, 5580 (352 V8)	55	12	60–20	P	DR	ORC	95	10.1	3500	470	5.4	DR	28	30	14	2150		12.7	14.3	27–33
5640, 5660 (352 V8)	56	12	60–20	N	AL	ORC	60	10	3200	240	4	AL	18–36	30	15	2150		13.4	14.5±3[2]	29±2[2]
5680, 5688 (374 V8)	56	12	60–20	N	DR	ORC	91	10.6	3240	363	3.5	DR	28	30	14	2150		12.7	14.3	27–33
Clipper 57L, 58L (289 V8)	57–58	12	60–20[3]	N	DR	ORC	75	10.3	6900	435	5.8	DR	28	30	14	2310		12.7[4]	14.3[4]	27–33[4]
[1] Or Delco-Remy. [2] At 80 deg. F. [3] '58 models, 50–20. [4] At 125 deg. F. regulator ambient temperature.																				
PEUGEOT																				
403	59	12	58–20	N	[1]	ORC	—	—	—	—	—	—	—	—	—	—		—	—	—
[1] Ducellier or Paris-Rhone.																				
PLYMOUTH																				
P24, P25 (228 6 Cyl.)	53–54	6	105	P	AL	Ben	58	5.5	4900	500	3	AL	35–53	45	8	2540		6.5–1000	7.2–7.5	45–47
P26-1 -2 Std. Trans. (228 6 Cyl.)	55	6	100	P	AL	Ben	58	5.5	4900	500	3	AL	35–53	45	8	2200		6.5–1000	7.1–7.4	45–57
P26-1 -2,[1] P26-4 (6 Cyl.) P27 (V8)	55	6	105	P	AL	Ben	58	5.5	4900	500	3	AL	35–53	45	8	2250		6.5–1000	7.1–7.4	45–57
P28, P30 (6 Cyl.) P31 (V8)	56–57	12	60–20	N	AL	Ben	60	10	3200	300	5	AL	18–36	30	15	1800		13.4–1300	14.5	30–40
P29 (V8)	56	12	50–20	N	AL	Ben	50	10	4400	275	5	AL	18–36	30	15	1800		13.4–1300	14.5	30–40
LP1, MP1 (6 Cyl.)	58–59	12	60–20	N	AL	Ben	50	11	5500	355	4	AL	18–36	30[2]	15	1800		13.4–1300	14.5	30–40
LP2, MP2 (V8)	58–59	12	50–20	N	AL	Ben	50	11	5500	355	4	AL	18–36	30[2]	15	1800		13.4–1300	14.5	30–40
[1] Automatic transmission. [2] MP1, 35.																				
PONTIAC																				
20, 22, 25 (6 Cyl. L-head)	53–54	6	100–20	N	DR	ORC	70	5.65	5500	550	3.25	DR	28	45	8.0	2350		6.4–	7.3	47
27, 28 (8 Cyl. L-head)	53–54	6	100–20	N	DR	ORC	60	5.0	6000	600	3.0	DR	28	45	8.0	2350		6.4–	7.3	47
20, 22 (6 Cyl. OHV)	55–57	12	60–20	N	DR	ORC	63[1]	10.6[1]	62–9400[1]	300[2]	4.25[2]	DR	28	25[3]	14	2570[3]		12.7–	14.3	23–27[4]
20, 22 (265 V8)	55–56	12	60–20	N	DR	ORC	75	10.3	6900	435	5.8	DR	28	30	14	2150		12.7–	14.3	27–33
27, 28 (287 V8)	55	12	50–20	N	DR	ORC	95	10.1	3500	470	5.4	DR	28	25	14	2780		12.7–	14.3	23–27
27, 28 (316 V8)	56	12	53–20	N	DR	ORC	95	10.1	3500	470	5.4	DR	28	25	14	2780		12.7–	14.3	23–27
20, 22 (283 V8)	57	12	60–20	N	DR	ORC	63	10.6	62–9400	300	4.25	DR	28	25[3]	14	2570[3]		12.7–	14.3	23–27
27, 28	57	12	53–20[5]	N	DR	ORC	100	10.6	47–5400	330	2.0	DR	28	25	14	2710		12.7–	14.3	23–27
7000 (6 Cyl.)	58–59	12	53–20	N	DR	ORC	63	10.6	62–9400	290	4.25	DR	28	30[6]	14	2240[6]		12.7–	14.2	32–38[7]
7000 (283 V8)	58–59	12	53–20	N	DR	ORC	63	10.6	62–9400	290	4.25	DR	28	30	14	2240		12.7–1300	14.2	32–38
7000 (348 V8)	58–59	12	61–20	N	DR	ORC	83	10.6	36–5100	330	3.5	DR	28	30	14	2240		12.7–1300	14.2	32–38
25, 27, 28 (370 V8)	58	12	53–20[8]	N	DR	ORC	100	10.6	47–5400	330	2.0	DR	28	30	14	2240		12.7–	14.2	27–33
21, 24, 27, 2800 (389 V8) Std. Trans.	59	12	53–20	N	DR	ORC	83	10.6	36–5100	330	3.5	DR	28	30	14	2240		12.7–1250	14.2	32–38
21, 24, 27, 2800 (389 V8) Auto. Trans.	59	12	60–20	N	DR	ORC	100	10.6	47–5400	330	2.0	DR	28	30	14	2240		12.7–1250	14.2	32–38
[1] '56, 75 amps, 10.3 v., 6900 rpm. [2] '56, 435 amps, 5.8 v. [3] With power steering, 30 amps, 2210 rpm. [4] '56 models, 27–33. [5] 60–20 with auto. trans. [6] '58 models, 35 amps,. 2510 rpm. [7] '58 models, 27–33. [8] 63–20 with auto. trans.																				
RAMBLER																				
American (6 Cyl.)	58–59	12	40–20	N	DR	ORC	112[1]	10.6	3240	385	3.5	DR	28	25	14	2570		12.8–1300	14.3	23–27
10 Series (6 OHV)	58–59	12	45–20	N	DR	ORC	112[1]	10.6	3240	385	3.5	DR	28	25	14	2570		12.8–1300	14.3	23–27
Rebel V8 20 Series	58–59	12	50–20	N	DR	ORC	76[1]	10.6	6200	310	4.25	DR	28	25	14	2570		12.8–1300	14.3	23–27
Ambassador V8 80 Series	58–59	12	60–20	N	DR	ORC	100[1]	10.6	3600	360	3.5	DR	28	30[2]	14[2]	2210[2]		12.8–1300	14.3	27–33
[1] Including solenoid. [2] 35–14–2510 with air conditioning.																				

RENAULT																				
Dauphine	57–58	6	83–20	N	PR[1]	ORC	—	—	—	350	—	PR[1]	16–21	31	6.5	3500	6/6.5–	6.6	24[3]	
Dauphine	59	6	83–20	N	Duc[2]	ORC	—	—	—	400	—	Duc[2]	16–21	31	6.5	3500	4.8/6.5–	6.6	32	
Dauphine	59	12	—	N	Bos	ORC	—	—	—	—	—	Bos	16–21	—	—	—	—	—	—	
[1] Paris-Rhone using Cibie regulator. [2] Ducellier. [3] With G11R79 generator; 30 with G11R90.																				
RILEY																				
1.5 litre	53	12	58–20	P	Luc	Ben	45	12	1	450	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—	
Pathfinder, 2.5 litre	53–54	12	72–20	P	Luc	Ben	45	12	1	450	7.6	Luc	36–44	20	13.5	1600	13–975	16.3	—	
One-Point-Five	58–59	12	58–20	P	Luc	Ben	45	12	2	380	7.6	Luc	22–25	19	13.5	2025	13–975	16.3	—	
[1] 7400–8500 rpm. [2] 8500–10,000 rpm.																				
ROVER																				
75, 90, 105R, 105S	53–59	12	58–20	P	Luc	Ben	45	12	74–8500	450	7.2	Luc	36–44	22	13.5	1800	13–	16.3	—	
SIMCA																				
Aronde	58–59	12	40–20	N	—	—	58	11	3800	350	4	PR[1]	16–19	18[2]	15[2]	2700[2]	13.4–	14.3[2]	—	
Vedette	59	6	90–20	P	—	—	—	—	—	—	—	PR[1], [3]	—	—	—	—	—	—	—	
[1] Paris-Rhone R10R16. [2] At 70 deg. F. [3] Ducellier also used.																				
SINGER																				
Gazelle	58–59	12	58–20	P	Luc	Ben	45	12	1	380	7.6	Luc	22–25	19	13	2025	13–1050	16.3	—	
[1] 8500–10,000 rpm.																				
STANDARD																				
8, 10	54–56	12	34–30	P	Luc	Ben	45	12	1	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—	
Vanguard, Ensign	53–59	12	58–20	P	Luc	Ben	45	12	2	450	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—	
Pennant	57–59	12	43–20	P	Luc	Ben	45	12	1	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—	
[1] 8500–10,000 rpm. [2] 7400–8500 rpm.																				
STUDEBAKER																				
Champion	53–55	6	100–20	P	AL	Ben	68	5	4000	280	2	AL	35–53	45	8	2025	6.6–	7.32[1]	42–46[1]	
Commander, President	53–55	6	100–20	P	DR	Ben	70	5.65	5500	550	3.25	DR	28	45	8	2450	6.4–	7.3[2]	47[2]	
All 6 Cyl.	56–59	12	50–20	N	AL	Ben	55	10	5200	235	4	AL	18–36	35	15	2650	13.1	14–51	34+21	
All 8 Cyl.	56–59	12	50–20	N	DR	Ben	75	10.3	6900	435	5.8	DR	28	30	14	2310	13.2–	14.3[2]	27–33[2]	
[1] At 80 deg. F. [2] At approx. 125 deg. F., regulator ambient temp.																				
SUNBEAM																				
90 Mk II, IIA, III	53–55	12	58–20	P	Luc	Ben	45	12	1	450	7.6	Luc	36–44	22	13.5	1700	13–975	16.3	—	
Rapier Series I, II	57–59	12	58–20	P	Luc	Ben	45	12	2	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—	
[1] 7400–8500 rpm. [2] 8500–10,000 rpm.																				
TRIUMPH																				
Mayflower	53–55	12	43–20	P	Luc	Ben	45	12	1	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—	
TR2, TR3, TR3A	54–59	12	58–20	P	Luc	Ben	45	12	2	440	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—	
Sedan, Est. Wagon	57–59	12	43–20	P	Luc	Ben	45	12	1	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—	
[1] 8500–10,000 rpm. [2] 5800–6800 rpm.																				
VAUXHALL																				
Wyvern	53–56	12	43–20	P	Luc	Ben	45	12	1	380	7.6	Luc	22–25	19	13.5	2025	13.0–1125	16.3	—	
Velox, Cresta	53–57	12	58–20	P	Luc	Ben	45	12	1	380	7.6	Luc	22–25	19	13.5	2025	13.0–1125	16.3	—	
Victor	57–59	12	43–20	P	Luc	Ben	40	10	3000	340	8.5	Luc	22–25	19	13.5	2025	13.0–1300	14.5	32–38	
Velox, Cresta	58–59	12	53–20	P	Luc	Ben	40	10	3000	340	8.5	Luc	22–25	19	13.5	2025	13.0–1300	14.5	32–38	
[1] 8500–10,000 rpm.																				
VOLKSWAGEN																				
All	53–59	6	70–20	N	Bos	ORC	55	6	4–5000	350	6.75	Bos	—	27	7.3	2500	6.4–1420	—	—	
VOLVO																				
PV444, PV544	58–59	6	85–	N	Bos	ORC	70	5.5	4–6000	475	3.5	Bos	16–21	—	—	—	6.5–1500	7–7.5	47–51	
WILLYS																				
675, 685, 6-226	53–55	6	100–20	N	AL	Ben	65	5	4300	335	2	AL	35–53	45[1]	7.25[1]	2450[1]	6.55/1000	7.25	45	
[1] Hot output @ 2450 and over.																				
WOLSELEY																				
Four Fifty, 4/44, 15/50	53–59	12	58–20	P	Luc	Ben	45	12	1	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—	
Six Eighty, 6/90	53–59	12	58–20	P	Luc	Ben	45	12	2	450	7.2	Luc	36–44	22	13.5	1800	13–1175	16.3	—	
[1] 8500–10,000 rpm. [2] 7400–8500 rpm.																				

* At air temp. 70–80 deg. F. Ben—Bendix. ORC—overrunning clutch.



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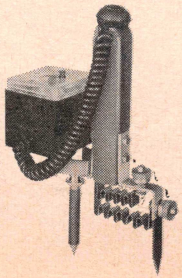
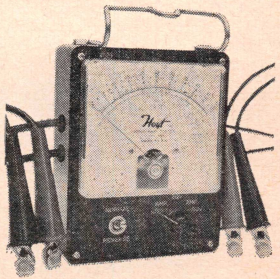
Now, you can *show* battery condition — hand your customer the removable meter while you test each cell. Set adjustable pointer at first cell reading and all others should be the same, *or the battery is questionable!* Load or open-circuit tests on all 12 or 6 volt batteries. Prods adjust to fit all cell straps. Four color, expanded scale. Model No. 700.



VOLT-AMP TESTER

All purpose Tester for every car, truck, bus, or boat 6, 12, 24, 32 volt system. 0-10, 20, 50 volt and 7-0-80 amp ranges. Separate ammeter and voltmeter leads; use Ammeter and Voltmeter *at same time.* Large easy-reading 4½" scale. Model No. 628.



Hoyt SINCE 1904

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FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL								COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
AUSTIN														
A30	53–56	Zen	SB	26JS	Pre-set	—	Man	OB	1.5–2.2	No	4	175	.5	4.25
A40 Somerset	53–54	Zen	SB	30VIG8	Pre-set	—	Man	OB	1.5–2.5	No	—	177	.5	6
A70 Hereford	53–54	Zen	SB	42VIS	Pre-set	—	Man	OB	1.5–2.2	No	—	175	.5	9.5
Austin-Healey 100	54–56	SU	2xSB	H4	[1]	—	Man	OW	—	No	4	175	.5	10
A50 Cambridge	55–56	Zen	SB	30VIG10	Pre-set	—	Man	OB	1.5–2.5	No	4	175	.5	6
A90 Westminster	55–56	Zen	SB	42VIS	Pre-set	—	Man	OB	—	No	4	175	.5	12.5
A35	57–58	Zen	SB	26VME	Pre-set	—	Man	OB	1.5–2.2	No	4	175	.5	4.25
A55 Cambridge	57–59	Zen	SB	30VIG10	Pre-set	—	Man	OB	1.5–2.5	No	4	175	.5	6
A95, A105 Westminster	57–59	Zen	SB	42VIS	Pre-set	—	Man	OB	—	No	4	175	.5	12.5
Austin-Healey 100 Six	57–59	SU	2xSB	H4	[1]	—	Man	OW	—	No	4	175	.5	10
A40 Farina	58–59	Zen	SB	26VME	Pre-set	—	Man	OB	—	No	4	175	.5	4.37
Austin-Healey Sprite	58–59	SU	2xSB	H1	[1]	—	Man	OW	—	No	4	175	.5	5
A55 Cambridge Mk II	59	SU	SB	HS2	Pre-set	—	Man	OB	—	No	4	175	.5	6
[1] Use 7/16 test bar under fork with float chamber cover inverted.														
BORGWARD														
Isabella, Combi	56–59	Sol	SB	32PJCB	.630[1]	—	Man	Dry	2.58	—	6–8	167	.5	6
TS, De Luxe, Coupe	56–59	Sol	Du	PAJTA	—	—	Man	Dry	2.58	—	6–8	167	.5	6
[1] Below upper edge of chamber.														
BUICK														
40, 4300	53	Car[1]	Du	WCD882SA	.156[1]	—	Aut	OB	4–5	Yes	7	157	.375	10.5[2]
50	53	Car[1]	Du	WCO2017S	.234[1]	—	Aut	OB	4–5	Yes	7	157	.375	14.75[3]
70	53	Car[4]	4B	WCFB–2053S	.093(P)/.187(S)	—	Aut	OB	4–5	Yes	7	157	.375	14.75[3]
40, 50, 4400	54	Car[1]	Du	2081S, 2081SA	.234[1]	—	Aut	OB	4–5	Yes	7	157	.375	15[5]
60, 70, M100, 4300	54	Car[4]	4B	2082S	.125(P)/.187(S)	—	Aut	OB	4–5	Yes	7	157	.375	15[5]
40, 4400	55	Car[1]	Du	2179S	.187[1]	—	Aut	OB	4–5	Yes	7	157	.375	15[5]
50, 60, 70, 4600	55	Car[6]	4B	2197S	.094(P)/.187(S)	—	Aut	OB	4–5	Yes	7	157	.375	15[5]
40, 4400	56	Car	Du	WGD[7]	.25	—	Aut	OB	4–5	Yes	7	157	.375	15
50, 60, 70, 4600	56	Car	4B	WCFB[8]	.187	.687	Aut	OB	4–5	Yes	7	157	.375	15
40, 4400	57–58	Car	Du	WGD[9]	.25[10]	.719[11]	Aut	OB	5.2–6.5	—	15	157	[12]	15.75
50, 60, 70, 700, 4600	57–58	Car	4B	AFB[8]	.219	.719	Aut	OB	5.2–6.5	—	15	157	[12]	15.75
4400	59	Car[13]	Du	WGD[13]	.25[13]	—	Aut	Dry[14]	5.2–6.5	—	15	167	—	15.75
4400 Power Pack, 4600, 4700, 4800	59	Car	4B	AFB	.219	.75	Aut	Dry[14]	5.2–6.5	—	15	167	—	15.75
4600, 4700, 4800	59	Roch	4B	4GC	.28(P)/1.38(S)	1.05(P)/1.31(S)	Aut	Dry[14]	5.2–6.5	—	15	167	—	15.75
[1] Or Stromberg AAVB–267. Fuel level, .656. [2] With auto. trans., 11.5. [3] With auto. trans., 16. [4] Or Stromberg 4AUV–267. Float level, .078(P)/.062(S) [5] 16.75 with auto. trans. [6] Or Rochester. Float height, 1.547; float drop, 2.25. [7] Or WCFB as 50, 60, 70 series; or Stromberg WW (40 series). [8] Or Rochester 4GC. Specs. apply only to Carter. [9] Or Stromberg WW. [10] .266 on '57 models. [11] '57 models only. [12] Torque to slip generator pulley–'57 models, 20–25 ft./lb; '58 models, 15–20 ft./lb. [13] Some auto. trans. models, Stromberg WW–2. Float height, .156. [14] Cdn.-built models; OW on imported cars.															
CADILLAC														
All	53	Roch	4B	4GC–7005100	1.5625(P&S)	—	Aut	OB	4–5.25	Yes	12–15	163	—	17
All	53	Car	4B	WCFB–2005S	.125(P)/.1875(S)	—	Aut	OB	4–5.25	Yes	12–15	163	—	17
All	54	Car	4B	2109S	.125(P)/.87(S)	—	Aut	OB	4–5.25	Yes	12–15	163	—	16.8
All	54	Roch	4B	4GC–7006220	1.281	—	Aut	OB	4–5.25	Yes	12–15	163	—	16.8
All	55	Car	4B	WCFB	.125(P)/.187;S)	.625(P)/.687(S)	Aut	OB	4–5.25	—	12–15	163	—	16.76[1]
All	55	Roch	4B	7007970	1.594(P&S)	2.25	Aut	OB	4–5.25	—	12–15	163	—	16.75[1]

All	56	Roch	4B	4GC	1.594	2.25	Aut	OB	4–6.5	—	12–15	163	—	15.75[2]
All	56	Car	4B	WCFB	.125(P)/.187(S)	.625(P)/.687(S)	Aut	OB	4–6.5	—	12–15	163	—	15–75[2]
All	57	Roch	4B	4GC	1.375	1.875	Aut	OB	5.2–6.5	—	12–15	163	—	16.75
Eldorado	57	Car	4B	Carter 2479S	.125(P)/.25(S)	.625(P)/.75(S)	Aut	OB	5.2–6.5	—	12–15	163	—	16.75
All	58	Roch	4B	4GC	1.375(P&S)	1.31(P)/1.31(S)[3]	Aut	Dry	5.2–6.5	—	12–15	163	—	17[4]
All	58	Roch	3x2B	2GC	1.391	1.906	Aut	Dry	5.2–6.5	—	12–15	163	—	17[4]
All	58	Car	4B	2696S[5]	.312	.75	Aut	Dry	5.2–6.5	—	12–15	163	—	17[4]
All	59	Roch	4B	4GC	.281(P)/1.375(S)	1.09(P)/1.31(S)	Aut	Dry	5.2–6.5	—	12–15	173	—	16
All	59	Car	4B	AFB	.312	.75	Aut	Dry	5.2–6.5	—	12–15	173	—	16
All	59	Roch	3x2B	2GC	.937[6]	1.906	Aut	Dry	5.2–6.5	—	12–15	173	—	16

[1] Series 60S, 62, 86; 75, 18.75. [2] Series 60S, 62, 86; 75, 18. [3] Late production; early, both 1.312. [4] Series 60, 62; 75, 86, 18.75.
[5] 2697S, 2802S with air cond. [6] Centre carb; end carbs., .719.

CHEVROLET

All	53–54	Roch	SB	BC	1.281	1.75	Aut	OW	3.5–4.5	—	7	170	.5	13.25
All V8	55–57	Roch[1]	Du	2GC[2]	1.156	1.906	Aut	OB	4–5.2	—	7	160	.8	14.25
All 6 Cyl.	55–57	Roch	SB	BC	1.281	1.75	Aut	OB	3.5–4.5	Yes	7	160	.3	14.25
Corvette	57	Car	4B	WCFB	.125(P)/.25(S)	.625(P)/.75(S)	Aut	OB	4–5	—	6.2–7.5	160	.8	14.25
All 6 Cyl.	58–59	Roch	SB	BC	1.281	1.75	Aut	OB	3.5–4.2	Yes[3]	13	170	.375	15
283 V8 (Std. Trans.)	58–59	Roch	Du	2GC	1.359[5]	1.906	Aut	Dry	5.2–6.5	—	13	170	.75	15.5
348 V8 (Std. Trans.)	58–59	Car	4B	WCFB	.219(P)/.281(S)	2.0	Aut	Dry	5.2–6.5	—	13	170	.8	18.25
283 & 348 V8 (Auto. Trans.)	58–59	Roch	4B	4GC	1.63(P)/1.73(S)[6]	2.25	Aut	Dry	5.2–6.5	—	13	170	.75[7]	15.5[8]
283 V8 (4 carb., Std. Trans.)	59	Car	4B	WCFB–2818S	.219(P)/.281(S)	2.0	Aut	Dry	5.2–6.5	—	13	170	.75	15.5
348 V8 (3x2B carbs.)	59	Roch	3x2B	2GC	1.844[9]	1.906	Aut	Dry	5.2–6.5	—	13	170	.812	18.25
Corvette	59	Car	4B	WCFB	.125(P)/.25(S)	.625(P)/.75(S)	Aut	OB	5.2–6.5	—	6.2–7.7	170	.75	14.25
Corvette	59	Car	2x4B	WCFB	—	—	Aut	OB	5.2–6.5	—	6.2–7.7	170	.75	14.25

[1] Or Carter 2218S on '55 models. Float height, .125(P)/.25(S). [2] Or WCFB, specs. as '57 Corvette. [3] '58 models only. [4] Station wagons, 14.25.
[5] 1.297 on '58 models. [6] 1.625(P)/1.687(S) on '58 models. [7] .812 on 348 engines. [8] 18.25 with 348 engines. [9] Centre carb.; front and rear carbs., 1.422.

CHRYSLER

C60, C62, 265 (6 Cyl.)	53–54	Car	SB	BB–EU2	.0625	—	Aut	OB	3.5–5	No	7[2]	157	.5	13.6
C56, C58, C59 (331 V8)	53	Car	Du	WCD	.281	.172	Aut	OB	3.5–5	No	7	157	.5	20.8
C63, C64, C66 (331 V8)	54	Car	4B	WCFB–2041S	.125(P)/.187(S)	.5± .06	Aut	OB	3.5–5	No	7	157	.5	20.8
C68, C69, C70 (331 V8)	55	Car	4B	WCFB–2126S	.125(P)/.187(S)	.625(P)/.687(S)	Aut	OB	5–6[3]	No	14	160	.5	21.7
C67 (301 V8)	55	Car	Du	BBD–2162S	.218	—	Aut	OB	5–6	No	7	160	.5	20.8
C71 (303 V8)	56	Car	4B	WCFB–2307S	.218(P)/.281(S)	.719(P)/.781(S)	Aut	OB	6–6.5	No	7	160	.5	18.8
C70, C72, C73 (354 V8)	56	Car	4B	WCFB–2314S	.125(P)/.187(S)	.625(P)/.687(S)	Aut	OB	6–6.5	No	14	160	.5	21.7
C75 (354 V8)	57	Car	Du	BBD–2621S	.281	—	Aut	Dry	6–7	No	14	157	.5	18.4
IM, C76 (392 V8)	57	Car	4B	WCFB–2590S	.156(P)/.281(S)	.5± .06	Aut	Dry	6–7	No	14	160	.5	21.0
LC2 (354 V8)	58	Car	Du	BBD–2733S	.281	—	Aut	Dry	6–7	No	14	157	.5	18.4
LC3 (392 V8)	58	Car	4B	AFB–2651S	.281	—	Aut	Dry	6–7	No	14	157	.5	20.8
MC1 (361 V8)	59	Car	Du	BBD–2870S	.281	—	Aut	Dry	6–6.5	No	14	156	.5	14.25
MC2 (383 V8)	59	Car	Du	BBD–2871S	.281	—	Aut	Dry	6–6.5	No	14	156	.5	14.25
MC3 (413 V8)	59	Car	4B	AFB–2797S	.281	.719± .06	Aut	Dry	6–6.5	No	14	156	.5	14.25
MC2 (383 V8)	59	Car	Du	BBD–2871S	.281	—	Aut	Dry	6–6.5	No	14	156	.5	14.25

[1] C60, C62, 17. [2] C62 only. [3] C69, C70, 6–6.5.

DE SOTO

S18, S20 (6 Cyl.)	53–54	Car	SB	BB–EU2	.078	—	Aut	OB	3.5–5	No	—	157	.5	13.6
S16, S19 (276 V8)	53–54	Car	Du	BBD–911S[1]	.218	—	Aut	OB	3.5–5	No	7	157	.5	18.4
S21 (290 V8)	55	Car	4B	WCFB–2210S	.125(P)/.187(S)	.625(P)/.687(S)	Aut	OB	5–6.5	No	14	160	.5	20
S22 (290 V8)	55	Car	Du	BBD–2178S	.218	—	Aut	OB	5–6.5	No	7	160	.5	20
S23 (330 V8)	56	Car	Du	BBD–2308S	.218	—	Aut	OB	5–6.5	No	7	160	.5	20
S24 (330 V8)	56	Car	4B	WCFB–2311S	.125(P)/.187(S)	.625(P)/.687(S)	Aut	OB	5–6.5	No	14	160	.5	20
S25 (341 V8)	57	Car	Du	BBD–2522S	.281	—	Aut	Dry	6–7	No	14	157	.5	21
S26, S27 (325 V8)	57	Car	4B	WCFB–2588S	.281	—	Aut	Dry	6–7	No	14	157	.5	21
LS2 (361 V8)	58	Car	Du	BBD–2733S	.281	—	Aut	Dry	6–7	No	14	157	.5	18–3
LS3 (361 V8)	58	Car	4B	AFB–2642S	.281	—	Aut	Dry	6–7	No	14	157	.5	14–25

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches.
Man—Manual. Aut—Automatic. OB—Oil bath. OW—Oil wetted. Du—Dual. SB—Single barrel. 4B—Four barrel.

FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL									COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
DESOTO—Continued														
MS2 (383 V8)	59	Car	Du	BBD–2871S	.281	—	Aut	Dry	6–6.5	No	14	156	.5	14–25
MS3 (338 V8)	59	Car	4B	AFB–2794S	.281	.719± .06	Aut	Dry	6–6.5	No	14	156	.5	13.25
	[1] S19, BBD–2070S.													
DKW														
All 3-6	56–59	Sol	SB	401CB	.866[1]	—	Man	OW	4.2–8.5	—	14–15	—	.8	7.5[2]
	[1] Fuel level measured with depth gauge. [2] 9.35 on 1000 models.													
DODGE														
D43, D49 (248 6 Cyl.)	53–54	Car	SB	BBD–6S1	.078	—	Aut	OB	3.5–5	No	—	157	.5	12
D44, D50 (241 V8)	53–54	Strom	Du	WW3–106	.187	—	Aut	OB	4–5.5	No	7	157	.5	16
D54-1, -2 (228 6 Cyl., Std. Trans.)	55	Car	SB	BBS–2192S	.218	—	Aut	OB	4–5	No	7	160	.5	11.7
D54-1, -2 (251 6 Cyl., Auto. Trans.)	55	Car	SB	BBS–2194S	.218	—	Aut	OB	4–5	No	7	160	.5	11.7
D59 (241 & 260 V8)	55	Car	Du	BBD–2141S[1]	.218	—	Aut	OB	5–6.5	No	7	160	.5	16.6
D55 (270 V8)	55	Strom	Du	WW3–122	.187	—	Aut	OB	5–6.5	No	7	160	.5	16.6
D60 (251 6 Cyl.)	56	Car	SB	BBS–2296S	.218	—	Aut	OB	4–5	No	7	155	.5	11.7
D61 (2770 & 277 V8)	56	Car	Du	BBD–2295S[2]	.218	—	Aut	OB	5–6.5	No	7	155	.5	17.6
D63, D65 (303 V8)	56–57	Car	Du	BBD–2306S	.25	—	Aut	OB	5–6.5	No	7	155	.5	17.6
D64, LE1 (251 6 Cyl.)	57–58	Car	SB	BBS–2567S	.218	—	Aut	Dry	4–5	No	14	155	.5	10.8
LE2, ME2 (313 V8)	57–59	Car	Du	BBD–2644S	.219	—	Aut	Dry	5.5–6.5	No	14	156	.5	16.4
LD3 (354 V8)	58	Car	Du	BBD–2733S	.281	—	Aut	Dry	6–7	No	14	155	.5	18
ME1 (6 Cyl.)	59	Car	SB	BBS–2567S	.219	—	Aut	Dry	4.5–6	No	14	156	.5	10.8
MD3 (361 V8)	59	Car	Du	BBD–2870S	.281	—	Aut	Dry	6–6.5	No	14	156	.5	14.25
	[1] After eng. 1489C, 2259S. [2] After eng. 6000C, 2299S.													
EDSEL														
361 V8	58	Hol	4B	—	.75(P)/.5(S)[1]	—	A	Dry	4–6	Yes	15	177	.375	17
410 V8	58	Hol	4B	—	.812(P)/.687(S)[1]	—	A	Dry	4.5–6.5	Yes	15	177	.375	19.5
6 Cyl.	59	Hol	SB	—	.188–.218[2]	—	M	Dry	3.5–5.5	Yes	15	177	.25	13.5
332 V8	59	Hol	Du	—	.975[3]	—	A	Dry	4–6	Yes	15	177	.375	17
361 V8	59	Hol	4B	—	.75(P)/.5(S)[1]	—	A	Dry	4–6	Yes	15	177	.375	17
	[1] Float setting closed, fuel bowl inverted. [2] Initial setting—from roof of float chamber to lowest point of float, carb. inverted. [3] Initial setting—between floor of float-chamber and bottom of float, carb. inverted.													
FIAT														
600	59	Web	SB	26IM	.281—.312[1]	—	Man	Dry	—	No	8–10	167	.5	3.76
600 Multipla	59	Web	SB	26IM	.281—.312[1]	—	Man	Dry	—	No	8–10	167	.5	5.72
1100, 1100F	59	Web	SB	32IMPE	.344—.375[1]	—	Man	Dry	—	No	8–10	180	.5	3.96
1100T, 1200	59	Web	Du	36DIM7	.281—.312[2]	—	Man	Dry	—	No	8–10	180	.5	3.96[3]
	[1] With gasket. [2] Without gasket. [3] 1100T, 4.92.													
FORD														
239 V8	53	Hol	Du	—	.625[1]	—	M	OB	3.5–4.5	No	8	180	.5	19.75
239, 256 V8s	54	Hol	Du	—	.5[1]	—	M[2]	OB	3.5–4.5	No	8	180	.375	19.7
272 V8	55	Hol	Du	—	.625[1]	—	M	OB	4–5	Yes	15	180	.5	17.5
Thunderbird (292 V8)	55	Hol	4B	—	.5[2]	—	A	OB	4–5	Yes	15	180	.5	16.7
223 6 Cyl.	56	Hol	SB	—	.687[4]	—	M	OB	3.5–5.5	Yes	15	180	.25	17.5
272 V8	56	Hol	Du	—	.5[4]	—	A	OB	3.5–5.5	Yes	15	180	.5	17.5
292, 312 V8s	56	Hol	4B	—	.5[4]	—	A	OB	3.5–5.5	Yes	15	180	.5	17.5
223 6 Cyl.	57	Hol	SB	—	.306[5]	—	M	Dry	3.5–5.5	Yes	15	177	.25	13.5

272, 292 V8s	57	Hol	Du	—	.8125[6]	—	A	Dry	3.5–5.5	Yes	15	177	.5	17
312 V8	57	Ho	4B	—	.812(P) .75(S)[6]	—	A	Dry	3.5–5.5	Yes	15	177	.5	17
223 6 Cyl.	58	Hol	SB	—	.188–.218[5]	—	M	Dry	3.5–5.5	Yes	15	177	.25	13.5
272 V8	58–59	Hol	Du	—	.8125(P)[7]	—	A	Dry	4–6	Yes	15	177	.5	17
332, 361 V8s	58	Hol	4B	—	.75(P)/.5(S)[7]	—	A	Dry	4–6	Yes	15	177	.375	17
352 V8	58–59	Hol	4B	—	.435–.465[8]	—	A	Dry	4–6	Yes	15	177	.375	17
292 V8	59	Hol	Du	—	.435–.465[8]	—	A	Dry	4–6	Yes	15	177	.5	17
332 V8	59	Hol	Du	—	.875[9]	—	A	Dry	4–6	Yes	15	177	.375	17
361 V8	59	Hol	4B	—	.75(P)/.5(S)[7]	—	A	Dry	4–6	Yes	15	177	.375	17

[1] Fuel level at 4.5 psi. [2] Automatic on 256 V8. [3] Fuel level from top of main body. [4] Fuel level at 4.5 psi; measure from outer surface of main body thro ugh economizer hole. [5] Initial setting—from roof of chamber to lowest point of float, carb. inverted. [6] Between bottom of bowl and bottom of float, bowl inverted. [7] Float setting closed—fuel bowl inverted. [8] Initial setting only—from machined surface of main body to top of free end of float, float uppermost. [9] Initial setting only—between floor of bowl and bottom of float, bowl inverted.

FORD (British)

All L-head Engines	54–59	Zen	SB	B26Z1C–2[1]	.59± .012[2]	—	Man	OB	1.25–2	No	4	170	.5	3.25
Consul	53–55	Zen	SB	1274	—	—	Man	OB	1.5–3	Yes	3.2–4.2	170	.5	8.25
Zephyr, Zodiac	53–55	Zen	SB	1275	—	—	Man	OB	1.5–3	Yes	3.2–4.2	170	.5	11
Consul	56–59	Zen	SB	—	.63[2]	—	Man	OB	2–3.5	Yes	7	170	.5	9
Zephyr, Zodiac	56–59	Zen	SB	—	.63[2]	—	Man	OB	2–5.3	Yes	7	170	.5	11

[1] Early models, 26Z1C. [2] Fuel level below top face of float chamber.

FORD (German)

Taunus 12M	59	Sol	SB	32P1CB	—	—	Man	OB	2.3–2.8	No	—	181	.79	6.0
Taunus 17M	59	Sol	SB	32P1CB	—	—	Man	Dry	2.3–2.8	No	—	174	.79	7.25

HILLMAN

Minx Mk VI, VII	53–54	Sol[1]	SB	30FA10/2[1]	—	—	Man	OB	1.5–2.5	No	—	162[2]	—	6
Minx Mk VIII	55–56	Zen	SB	30VI	—	—	Man	OB	1.5–2.5	No	—	—	—	7
Minx Series I	57	Zen	SB	30VI[3]	—	—	Man	OB	1.5–2.5	No	—	170	—	7
Minx Series II, III	58–59	Zen	SB	20VM8	—	—	Man	OB	1.5–2.5	No	—	170	—	7

[1] Later Mk VII, Zenith 30VM7. [2] Summer; winter, 176. [3] Or 30VM8.

HUDSON (for Rambler models see Nash and Rambler)

Jet	53–54	Car	SB[3]	WA1	.5	—	Aut	OW	4–5	[1]	—	150	.5	13.25
Wasp	53–54	Car	SB[3]	WA1–2009S[2]	.5[2]	—	Aut	OW	4–5	[1]	7	—	.75	16.25
Hornet 6	53–54	Car	SB[3]	WGD–2115S	.187	—	Aut	OW	4–5	[1]	7	—	.75	16.25
Wasp	55–56	Car	SB[3]	WA1–2009SA[2]	.437[2]	—	Aut	Dry	3.5–5	[5]	6.2–7.7	—	.75	11.5
Hornet 6	55–56	Car	Du	WGD–2252S[4]	.25[4]	—	Aut	Dry	3.5–5	[5]	6.2–7.7	—	.75	16.25
Hornet V8	55–56	Car	Du	WGD–2231S	.25	—	Aut	OB	3.5–5	[5]	6.2–7.7	—	.5	23–25
Hornet V8	57	Car	4B	WCFB–2593S	.125(P)/.187(S)	.625(P)/.687(S)	Aut	OB	3.5–5	[5]	6.2–7.7	—	.5	16.6

[1] Optional equipment. [2] With WA1–2009SA, .437; with WA1–2013S, .25. [3] Or dual carbs. [4] With WA1–2113S, .5. [5] With auto. trans. only.

HUMBER

Super Snipe	59	ZS	SB	D1V42	—	—	Man	OB	2–3	No	7	170	—	13

ZS—Zenith-Stromberg.

IMPERIAL

LY1	58	Car	4B	AFB–2615S	.312	.25	Aut	Dry	5–7	No	14	158	.5	21
MY1	59	Car	4B	AFB–2797S	.281	.719± .06	Aut	Dry	6–6.5	No	14	156	.5	14.25

JAGUAR

XK120, XK140	53–57	SU	2xSB	H–6	.4375	—	Aut	OW	—	No	4	158	.5	12.5
Mk VII, Mk VIII, Mk IX	53–59	SU	2xSB	HD–6[2]	.4375[1]	—	Aut	OW[3]	—	No	4	158	.5	11.0
2.4	56–59	Sol	2xSB	B32PB1–5/S	—	—	Man	OB	—	No	4	158	.5	11.0
XK150	57–59	SU	2xSB[4]	HD–6[4]	.4375[1]	—	Aut	OW	—	No	4	158	.5	11.5
3.4	57–59	SU	2xSB	HD–6	.4375[1]	—	Aut	OB	—	No	4	158	.5	11.0

[1] Use round test bar. [2] Mk VIII, H–6. [3] Mk VIII, dry. [4] XK150S, 3xSB, HD–8.

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches.
Man—Manual. Aut—Automatic. OB—Oil bath. OW—Oil wetted. Du—Dual. SB—Single barrel. 4B—Four barrel.

FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL								COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
LAND ROVER														
2 litre	53–59	Sol	SB	32PBI–2	.625± .125	—	Man	OB	2	No	3.2–4.2	171	.19–.25	8.5
2¼ litre	58–59	Sol	SB	40PAIO–5	.625± .125	—	Man	OB	1.5–2.25	No	3.2–4.2	173	.19–.25	8.75
Diesel	58–59	CAV		Injection pump			—	OB	5–8	No	10	174	.19–.25	8.5
LINCOLN														
317 V8	53–54	Hol	4B	—	.5[1]	—	A	OB	3.5–4.5	Yes	15	180	.5	20.5
341 V8	55	Hol	4B	—	.5[2]	—	A	OB	4–5	Yes	15	180	.5	21
368 V8	56	Hol	4B	—	.5[2]	—	A	OB	3.5–5.5	Yes	15	180	.5	21
368 V8	57	Car	4B	AFB–2441–SA	.156[3]	.656–.719	A	Dry	3.5–5.5	Yes	15	177	.5	21
430 V8	58	Hol	4B	—	.687(P)/.562(S)[4]	—	A	Dry	4.5–6.5	Yes	15	177	.375	21.5
430 V8	59	Hol	4B	—	.188–.218[5]	—	A	Dry	4.5–6.5	Yes	15	177	.375	20
[1] Fuel level at 4.5 psi; 1954 models, at 5 psi. [2] Float level at 4.5 psi. [3] Between float and air horn. [4] Fuel bowl inverted. [5] Initial setting only—from roof of float chamber to lowest point of float, carb. inverted.														
MERCEDES-BENZ														
190	57	Sol	Du	32PAITA	.748–.827[1]	—	Man	Dry	2.2–3	No	14.7	173	.3	8.2
220S, SE	59	Sol	Du	32PAATI	.5–.6[1]	—	Man	Dry	3.5–4.3	No	14.7	165	.3	9.9
300 Automatic	59	Bos		Fuel injection			Aut	OB	24–34[2]	No	—	—	.3	17.6
300SL	59	Bos		Fuel injection			Aut	OW	24–34[2]	No	11.4	180	.3	13.6
[1] Fuel level. [2] Fuel feed pump at injection pump.														
MERCURY & MONARCH														
256 V8	53	Hol	Du	—	.5[1]	—	A	OB	3.5–4.5	Yes	8	180	.5	19.75
256 V8	54	Hol	4B	—	.5[1]	—	A	OB	3.5–4.5	Yes	8	180	.5	17.5
292 V8	55	Hol	4B	—	.5[2]	—	A	OB	4–5	Yes	15	180	.5	17.5
312 V8	56	Hol	4B	—	.5[3]	—	A	OB	3.5–5.5	Yes	15	180	.5	17.5
312 V8	57	Hol	4B	—	.812(P)/.75(S)[4]	—	A	Dry	3.5–5.5	Yes	15	177	.5	17.5
368 V8	57	Car	4B	AFB–2441–SA	.156[5]	.656–.719	A	Dry	3.5–5.5	Yes	15	177	.5	17.5
383 V8	58	Hol	4B	—	.687(P) .5(S)[4]	—	A	Dry	4.5–6.5	Yes	15	177	.375	17.5
430 V8	58	Hol	4B	—	.687(P)/.562(S)[4]	—	A	Dry	4.5–6.5	Yes	15	177	.375	19
383 V8	59	Hol	Du	—	.875[4]	—	A	Dry	4.5–6.5	Yes	15	177	.375	18.5
430 V8	59	Hol	4B	—	.687(P)/.562(S)[4]	—	A	Dry	4.5–6.5	Yes	15	177	.375	18.5
[1] Fuel level at 4.5 psi. [2] Fuel level from top of main body. [3] Float level at 4.5 psi. [4] Fuel bowl inverted. [5] Between float and air horn.														
METEOR														
239 V8	53	Hol	Du	—	.625[1]	—	M	OB	3.5–4.5	No	8	180	.5	19.75
239, 256 V8s	54	Hol	Du	—	.5[1]	—	M[2]	OB	3.5–4.5	No	8	180	.375	19.7
272 V8	55	Hol	Du	—	.625[1]	—	M	OB	4–5	Yes	15	180	.5	17.5
223 6 Cyl.	56	Hol	SB	—	.687[3]	—	M	OB	3.5–5.5	Yes	15	180	.25	17.5
272 V8	56	Hol	Du	—	.5[3]	—	A	OB	3.5–5.5	Yes	15	180	.5	17.5
292, 312 V8s	56	Hol	4B	—	.5[3]	—	A	OB	3.5–5.5	Yes	15	180	.5	17.5
223 6 Cyl.	57	Hol	SB	—	.306[4]	—	M	Dry	3.5–5.5	Yes	15	177	.25	13.5
272, 292 V8s	57	Hol	Du	—	.8125[5]	—	A	Dry	3.5–5.5	Yes	15	177	.5	17
312 V8	57	Hol	4B	—	.812(P)/.75(S)[5]	—	A	Dry	3.5–5.5	Yes	15	177	.5	17
223 6 Cyl.	58	Hol	SB	—	.188–.218[4]	—	M	Dry	3.5–5.5	Yes	15	177	.25	13.5
272 V8	58–59	Hol	Du	—	.8125(P)[6]	—	A	Dry	4–6	Yes	15	177	.5	17

332, 361 V8s	58	Hol	4B	—	.75(P)/.5(S)[6]	—	A	Dry	4–6	Yes	15	177	.375	17
332 V8	59	Hol	Du	—	.875[5]	—	A	Dry	4–6	Yes	15	177	.375	17
361 V8	59	Hol	4B	—	.75(P)/.5(S)[6]	—	A	Dry	4–6	Yes	15	177	.375	17

[1] Fuel level at 4.5 psi. Automatic on 256 V8. [3] Fuel level at 4.5 psi; measure from outer surface of main body through economizer hole.
[4] Initial setting—from roof of chamber to lowest point of float, carb. inverted. [5] Between bottom of bowl and bottom of float, bowl inverted.
[6] Float setting closed—fuel bowl inverted.

METROPOLITAN

"1500"	57–59	Zen	SB	30–V1G–10	—	—	Man	OB	1.5–2.5	—	3.5–4.5	158[1]	—	8

[1] Rating optional.

MG

TD	53–54	SU	2xSB	H2	[1]	—	Man	OB	—	No	4	175	.5	6[2]
TF	54–55	SU	2xSB	H4	[1]	—	Man	OW	—	No	4	175	.5	5.12[2]
Magnette Series ZA, ZB	55–59	SU	2xSB	H2[3]	[1]	—	Man	OB	—	No	4	175	.5	5.25
Series A	56–59	SU	2xSB	H4	[1]	—	Man	OW	—	No	4	175	.5	6
Series A Twin Cam	58–59	SU	2xSB	H6	[1]	—	Man	OW	—	No	7	175	.5	7.75
Magnette Series III	59	SU	2xSB	HD4	[1]	—	Man	OB	—	No	4	175	.5	6

[1] Use 7/16 in. test bar. [2] Without heater. [3] ZB, H4.

MORRIS

Minor Series MM, II	53–56	SU	SB	H1	[1]	—	Man	OB	—	No	4	175	.5	6.25[2]
Oxford Series MO	53	SU	SB	H2	[1]	—	Man	OB	—	No	4	175	.5	8.25
Oxford Series II	54–56	SU	SB	H2	[1]	—	Man	OB	—	No	4	175	.5	7
Isis (Six) Series I, II	55–58	SU	SB	H4	[1]	—	Man	OB	—	No	4	175	.5	12
Minor 1000	57–59	SU	SB	H2	[1]	—	Man	OB	—	No	4	175	.5	5
Oxford Series III, IV, V	57–59	SU	SB	H2	[1]	—	Man	OB	—	No	4	175	.5	7[3]

[1] Use 7/16 in. test bar. [2] Series II, 5. [3] Series V, 5.75.

NASH (See also Rambler & Metropolitan)

Ambassador 6	53–55	Car	SB	YH–8955A	.375	2.0	Aut	OW	3.5–5.2	[3]	7	—	—	15
Ambassador 6 (dual carbs.)	53–55	Car	2xSB	YH–973S[1]	.437	2.0	Aut	OW	3.5–5.2	[3]	7[4]	—	—	15
Statesman 6	53	Car	Du	WCD–2034S	.156	.625	Aut	OW	3.5–5.2	[3]	7	—	—	12.5
Rambler 6	53–55	Car	SB	YF–2014S	.5	—	Aut	OW	3.5–5.2	[3]	7[4]	—	—	10
Statesman 6	54	Car	2xSB	YF–2098S[2]	.375	—	Aut	OW	3.5–5.2	[3]	7	—	—	12.5
Ambassador V8	55	Car	Du	WGD–2231S	.187	—	Aut	OW	3.5–5	[3]	6.2–7.7	—	.5	23.25
Statesman 6	55	Car	Du	WCD–2061S	.156	—	Aut	OW	3.5–5.2	[3]	6.2–7.7	—	.5	12.5
Statesman 6	55	Car	2xSB	YF–2258S	.312	—	Aut	OW	3.5–5.2	[3]	6.2–7.7	—	.5	12.5
Ambassador 6	56	Car	SB	YH–2368S	.312	2.375	Aut	OW	3.5–5.2	[3]	6.2–7.7	—	.5	15
Ambassador 6 (dual carb.)	56	Car	2xSB	YH–2369S	.437	2.375	Aut	OW	3.5–5.2	[3]	6.2–7.7	—	.5	15
Ambassador V8	56	Car	Du	WGD–2231SA	.25	—	Aut	OW	3.5–5.2	[3]	6.2–7.7	—	.5	23.25
Ambassador Special V8	56	Car	Du	WGD–2352S	.219	—	Aut	OW	3.5–5.2	[3]	6.2–7.7	—	.5	18.25
Statesman 6	56	Car	Du	WCD–2350S	.156	—	Aut	OW	3.5–5.2	[3]	6.2–7.7	—	.5	10
Rambler 6	56	Car	SB	AS–2349S	.25	—	Aut	OW	3.5–5.2	Yes	6.2–7.7	—	.5	9.2
Ambassador V8	57	Car	4B	WCFB–2593S	.125(P)/.187(S)	.625(P)/.687(S)	Aut	OW	3.5–5.2	Yes	6.2–7.7	—	.5	16.7
Rambler 6	57	Car	SB	AS–2564S	.25	—	Aut	OW	3.5–5.2	Yes	6.2–7.7	—	.5	9.25
Rambler 6 (dual carb.)	57	Car	Du	WCD–2350S	.156	—	Aut	OW	3.5–5.2	Yes	6.2–7.7	—	.5	9.2
Rambler V8	57	Car	Du	WGD–2352S	.219	—	Aut	OB[5]	3.5–5.2	Yes	6.2–7.7	—	.5	17.5

[1] Front; rear, 974S. [2] And YF–2137S. [3] With overdrive or auto. trans. only. [4] '55 models, 6.25–7.75. [5] Or dry type.

OLDSMOBILE

88	53	Car	Du	WGD–851S	.125± .0156	—	Aut	OB	4–5	Yes	7	153	—	18.75
Super 88	53	Roch	4B	4GC	1.562	2.25	Aut	OB	4–5	Yes	7	153	—	18.75
Super 88, 98	53	Car	4B	WCFB	.1875	.75	Aut	OB	4–5	Yes	7	153	—	18.75
88, Super 88, 98	54	Car	Du	2058S[1]	.25	—	Aut	OB	4–5	Yes	7	170	—	17
88, Super 88, 98	54	Roch	4B	7005900[2]	1.625	2.25	Aut	OB	4–5	Yes	7	170	—	17
88	55	Roch	Du	7006970	1.281	1.906	Aut	OB	4–5	Yes	7	170	—	18
Super 88, 98	55	Roch	4B	7007000	1.625	2.25	Aut	OB	4–5	Yes	7	170	—	18
88	56	Roch	Du	2GC	1.437	2.0	Aut	OB	4–5	Yes	7	170	—	17.5

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches.
Man—Manual. Aut—Automatic. OB—Oil bath. OW—Oil wetted. Du—Dual. SB—Single barrel. 4B—Four barrel.

FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL								COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
OLDSMOBILE—Continued														
Super 88, 98	56	Roch	4B	4GC	1.625	2.25		Aut	OB	5–6	Yes	7	170	—	17.5
88, Super 88, 98	57	Roch	4B	4GC	1.625	2.25		Aut	OB	4–5	Yes	13	160	—	17.5
88	58	Roch	Du	2GC	1.391	1.906		Aut	OB	5–6	Yes	13	157	—	17.5
Super 88, 98	58	Roch	4B	4GC	.276(P)/1.375(S)	1.5		Aut	Dry	5–6	Yes	13	157	—	17.5
Series 3200	59	Roch	Du	2GC	1.359	1.906		Aut	Dry	5–6	—	13	160	—	17.5
Series 3500, 3800	59	Roch	4B	4GC	1.67(P)/1.73(S)	2.25		Aut	Dry	5–6	—	13	160	—	17.5
[1] 88 only; Super 88, 98, 2059S. [2] Auto. trans.; std. trans., 7006000.														
PACKARD														
All 288 Engine	53–54	Car	SB	986S (or 2102S)	.203[1]	—		Aut	OB	3.5–5	Yes	12	167[2]	—	16.7
2631, 5402 (327 Engine)	53–54	Car	SB	2103 (or 2142S)	.156[3]	—		Aut	OB	4–5[4]	Yes	—	167[2]	—	16.7
5431, 5406, 5426 (359 Engine)	54	Car	Du	2112S	.125(P)/.156(S)[3]	—		Aut	OB	4–5[4]	Yes	12	167[2]	—	16.7
5540 (320 V8)	55	Car	Du	22325 (or 2284S)	.12(P)/.15(S)[3, 5]	—		Aut	OB	3.5–5	Yes	12	167[2]	—	21.8
5560, 5580 (352 V8)	55	Roch	FB	7007230	1.625[6]	2.25[7]		Aut	OB	3.5–5	—	12	167[2]	—	21.8
5640, 5660 (352 V8)	56	Car	Du	WGD[8]	.1875[9]	—		Aut	OB	3.5–5.5	Yes	12	167[2]	—	21.8
5680, 5688 (374 V8)	56	Roch	FB	4GC	1.625[6]	2.25[7]		Aut	OB	3.5–5.5	—	12	167[2]	—	21.8
57L, 58L (289 V8)	57–58	Strom	Du	WW–380462[10]	.2187[3]	—		Aut	Dry	5–7	Yes	—	167	—	15.3
[1] Top of float to bowl cover when needle seated. [2] High opening, 177–182 deg. F. [3] Vertical distance from top of float and machined surface of casting. [4] AC, Carter pump also used, 3.5–5 psi. [5] Also make float lateral adjustment with special gauge. [6] From gasket surface to bottom of float with air horn inverted and gasket in place. [7] From air horn gasket to bottom of float with air horn upright, float hanging free. [8] Or 2284S. [9] Between top of float and bowl cover—with cover inverted, gasket removed. [10] '58 models, 380475.														
PEUGEOT														
403	59	Sol[1]	SB	32PBICc	—	—		M	OW	—	—	—	—	—	8
[1] Or Zenith 34WI.														
PLYMOUTH														
P24, P25 (6 Cyl.)	53–54	Car	SB	BBD–6S1	.078	—		Aut	OB	3.5–5	No	—	157	.5	12
All 6 Cyl.	55	Car	SB	BBS–2192S[1]	.218	—		Aut	OB	4–5	No	7	160	.5	11.7
P27 (241 & 260 V8)	55	Car	Du	BBD–2141S[2]	.218	—		Aut	OB	5–6.5	No	7	160	.5	16.6
P28 (251 6 Cyl.)	56	Car	SB	BBS–2296S	.218	—		Aut	OB	4–5	No	7	160	.5	11.6
P29 (270 & 277 V8)	56	Car	Du	BBD–2259S[3]	.218	—		Aut	OB	5–6.5	No	7	160	.5	17.6
P30, LP1, MP1 (251 6 Cyl.)	57–59	Car	SB	BBS–2567S	.219	—		Aut	Dry	4.5–6	No	14	155	.5	10.8
P31, (303 V8)	57	Car	Du	BBD–2515S	.218	—		Aut	Dry	5–6.5	No	14	155	.5	16.4
LP2, MP2 (313 V8)	58–59	Car	Du	BBD–2867S	.219	—		Aut	Dry	6–6.5	No	14	156	.5	15.4
[1] With auto. trans., BBS-2194S. [2]After engine 1489C, BBD–2259S. [3] With 277 V8, BBD–2299S.														
PONTIAC														
(6 Cyl.)	53	Car	SB	WCD2010S	.156	—		Aut	OB	4–5.25	Yes	6.5–7.5	160	—	15
(8 Cyl.)	53	Car	SB	WCD719S[1]	.1875	—		Aut	OB	4–5.5	Yes	6.5–7.5	160	—	17
2000, 2200, 2500, 25 (6 Cyl.)	54	Car	SB	WCD	.156	—		Aut	OB	4–5.25	Yes	6.2–7.5	160	—	14[2]
27, 28, 2700 (8 Cyl.)	54	Car	SB	WCD–720A[3]	.187	—		Aut	OB	4–5.25	Yes	6.2–7.2	160	—	15.6
20, 22 (6 Cyl.)	55	Roch	SB	7005140	—	1.75		Aut	OB	3.5–4.5	—	7	160	.312	14.25
20, 22, 27, 28 (V8)	55	Car	4B	2207S–SB[4]	.187	—		Aut	OB	4–5	Yes	7	160	.812[5]	14.25[6]
20, 22, 27, 28 (V8, Auto. Trans.)	55	Roch	4B	7006100	1.937	1.906		Aut	OB	4–5	Yes	7	160	.812[5]	14.25[6]
27 Chieftain	56	Roch	Du	2GC	1.234	1.906		Aut	OB	4–5	Yes	7	160	—	18.2
20, 22 (283 V8)	56	Roch	Du	2GC	1.250	1.906		Aut	OB	4–5	Yes	7	160	.812	14.25
27, 28	56	Roch	4B	4GC	1.594	2.25		Aut	OB	4–5	Yes	7	160	—	18.2
20, 22 (283 V8)	56	Car	4B	WCFB	.187	.687		Aut	OB	4–5	Yes	7	160	.812	14.25

20, 22 (6 Cyl.)	56	Roch	SB	BC	1.250	1.75	Aut	OB	3.5–4.5	Yes	7	160	312.	14.25
27 Chieftain	57	Roch	Du	2GC	1.234	1.906	Aut	OB	4–5	Yes	13	170	—	19.75
20, 22 (283 V8)	57	Roch	Du	2GC	1.25	1.906	Aut	OB	4–5	Yes	7	160	.812	14.25
27, 28	57	Roch	4B	4GC	1.375	1.875	Aut	OB	4–5	Yes	13	170	—	19.75
20, 22 (6 Cyl.)	57	Roch	SB	BC	1.281	1.75	Aut	OB	3.5–4.5	—	7	170	.312	14.25
7000 (283 V8)	58	Roch	Du	2GC	.687	1.906	Aut	OB	5.2–6.5	—	13	180	.812	14.25
7000 (348 V8 3x2B carbs.)	58	Roch	3x2B	2GC	1.266[7]	1.906	Aut	Dry	5.2–6.5	—	13	180	.812	19.25
7000 (283 V8, Std. Trans.)	58	Car	4B	WCFB	.125(P)/.25(S)	2.0	Aut	OB	5.2–6.5	—	13	180	.812	14.25
7000 (283 Auto. Trans. & 348)	58	Roch	4B	4GC	1.62(P)/1.17(S)	2.25	Aut	OB	5.2–6.5	—	13	180	.812	14.25[8]
7000 (6 Cyl.)	58–59	Roch	SB	BC	1.281	1.75	Aut	OB	3.5–4.2	Yes[9]	13	170[10]	.375	15[11]
7000 (283 V8, Std. Trans.)	59	Roch	Du	2GC	1.359	1.906	Aut	Dry	5.2–6.5	—	13	170	.75	15.5
7000 (283 & 348 V8, Auto. Trans.)	59	Roch	4B	4GC	1.67(P)/1.73(S)	2.25	Aut	Dry	5.2–6.5	—	13	170	.75[12]	15.5[13]
7000 (283 & 348, Std. Trans.)	59	Car	4B	WCFB	.219(P)/.281(S)	2.0	Aut	Dry	5.2–6.5	—	13	170	.812	15.5[13]
7000 (348 V8, 3x2B carbs.)	59	Roch	3x2B	2GC	1.844[14]	1.906	Aut	Dry	5.2–6.5	—	13	170	.812	18.25
21, 24, 27, 28 (389 V8)	59	Roch	Du	2GC	.687± .031	1.906	Aut	OB	5.2–6.5	—	13	170	.25	18.75
21, 24, 27, 28 (389 V8)	59	Car	4B	AFB	.328± .031	.719± .031	Aut	OB	5.2–6.5	—	13	170	.25	18.75

[1] Std. trans.; auto. trans., WCD720S. [2] Series 2500, 15.25. [3] Std. trans.; auto. trans., WCD–2122S. [4] Std. trans.; auto. trans., 2182S–SB.
[5] Series 20, 22 only. [6] 27, 28 series, 19.6. [7] Centre carb.; front and rear carbs., 1.406. [8] 348 engine, 1925. [9] '58 models only.
[10] '58 models, 180. [11] '58 models, 14.75. [12] 348 engine, .812. [13] 348 engine, 18.25. [14] Centre carb.; front and rear carbs., 1.422.

PORSCHE

1600, 1600S	58–59	Zen	2xSB	32NDIX	.728± .04	—	—	Dry	—	No	—	—	7	—

RAMBLER (see also Nash)

American (6 Cyl.)	58–59	Car	SB	YF–2014–S	—	—	Aut	Dry[1]	4–5.5	Yes	13	177	—	12
10 Series (6 OHV)	58–59	Hol	SB	1904–FC	—	—	Aut	Dry[1]	4–5.5	Yes	13	177	—	11
Rebel V8 20 Series	58–59	Hol	4B	4150C[2]	—	—	Aut	Dry	4–5.5	Yes	13	177	—	21
Ambassador V8 80 Series	58–59	Hol	4B	4150C[2]	—	—	Aut	Dry	4–5.5	Yes	13	177	—	20

[1] OB optional. [2] First production; 4160 second production.

RENAULT

Dauphine	57–59	Sol	SB	28IBT	[1]	—	Aut	OB[2]	2–2.5	—	4	159	.39	5

[1] Non-adjustable. [2] 58–59 models also have dry type filter.

RILEY

One-Point-Five	58–59	SU	2xSB	H4	[1]	—	Man	OB	—	No	4	175	.5	6.5
4-68	59	SU	SB	HD4	[1]	—	Man	OB	—	No	4	175	.5	6
2.6	59	SU	2xSB	H4	[1]	—	Man	OB	—	No	4	175	.5	12

[1] Use 7/16 in. test bar.

ROVER

75	53–54	SU	2xSB	H	.4375[1]	—	Man	OW	2	No	3.2–4.2	168	.5–.75	12
75, 90	54–55	SU	SB	H	.4375[1]	—	Man	OW	2	No	3.2–4.2	168	.5–.75	12
75, 90	56–59	SU	SB	H	.4375[1]	—	Man	OW	2	No	3.2–4.2	168	.5–.75	12
105	57–59	SU	2xSB	HD	.4375[1]	—	Man	OW	2	No	3.2–4.2	168	.5–.75	12

[1] Between float chamber spigot and float lever.

SIMCA

Aronde	58–59	Sol	SB	32PB1CT	—	—	Man	Dry	—	No	4	176	—	6.25
Vedette	59	ZS	Du	32ND1X	.61[1]	—	Man	Dry	1–2.6	No	6.2–7.7	156	—	12.5

[1] Fuel level below bowl edge.

SINGER

Gazelle Series III	59	Sol	SB	32PB10–4	—	—	Man	OB	1.5–2.5	No	—	170	—	7

SKODA

All	59	Jikov	SB	32SOP	—	—	Man	OW	—	No	—	—	.5	5.28

STANDARD

8 hp	54–57	Sol	SB	26Z1ACO	—	—	Man	OB	1.5–2.5	No	3.2–4.2	175	.5	4
10 hp	55–57	Sol	SB	B28Z1C–2	—	—	Man	OB	1.5–2.5	No	3.2–4.2	175	.5	4
Vanguard, Ensign	53–59	Sol	SB	B32B104	—	—	Man	OB	2.5	No	3.2–4.2	175	.5	7[1]

[1] '53–55, 9.

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches.
Man—Manual. Aut—Automatic. OB—Oil bath. OW—Oil wetted. Du—Dual. SB–Single barrel. 4B—Fou

FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL								COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
STUDEBAKER														
Champion (6 Cyl.)	53–56	Car	SB	WE–2108S	.375[1]	—	Aut	—	5 max	No	—	157	—	9.35
Commander, Land Cruiser (232 V8)	53–54	Strom	Du	WW–380334	.1875[2]	—	Aut	—	4–5	No	—	170	—	15.4
Commander, President	55–56	Strom	Du	WW6–117	.1875[2]	—	Aut	—	4–5[5]	No	—	157	—	15.4
Champion	57	Car	SB	WE–2417S	.375	—	Aut	—	4–5	No	—	157	—	10.38
Commander, President	57	Strom	Du	WW–380462	.2187[2]	—	Aut	—	3.5–5	No	—	157	—	15.4
Champion, Scotsman	58	Car	SB	2808S[4]	.125[2]	—	Aut	Dry	4–5	No	13.5	170	—	10.38
Commander	58	Strom	Du	WW–380475	.2187[2]	—	Aut	Dry	3.5–5.5[5]	No	13.5	170	—	15.4
President, Golden Hawk	58	Car	FB	2574S[6]	.1875[2]	.6875[7]	Aut	Dry	3.5–5.5[5]	No	13.5	170	—	15.4
Lark, Silver Hawk (6 Cyl.)	59	Car	SB	2876S	.250[2]	—	Aut	Dry	3.5–5.5	No	14	170	—	10.38
Lark, Si.ver Hawk (259 V8)	59	Strom	Du	WW–380954	.1875[2]	—	Aut	Dry	3.5–5.5	No	14	170	—	15[8]
	[1] From tip on edge of bowl cover to soldered edge of seam—cover inverted. [2] From top of main body, without gasket, to top of float at centre. [3] Carter pump in 1956, 3.5–5.5 psi. [4] Carter 2724S and 2764S also used. [5] Supercharged engines, 5–7 psi. [6] 2575S with auto. trans. [7] Between top of floats and bowl cover. [8] Hawk, 15.5 qts.													
SUNBEAM														
90 Mk II, IIA	53–54	ZS	SB	DBA–36	.75[1]	—	Aut	OB	2.5–3.5	No	—	160[2]	—	11
90 Mk III	55–56	ZS	SB	DAA–36	.75[1]	—	Aut	OB	2.5–3.5	No	—	160[2]	—	11
Rapier Series I	56–57	ZS	SB	D1F–36	.719–.781[3]	—	Man	OB	1.5–2.5	No	—	170	—	7
Rapier Series II	58–59	Zen	2xSB	36W1P2	.275[4]	—	Man	OB	1.5–2.5	No	—	170	—	7
	ZS—Zenith-Stromberg. [1] Below flange. [2] Summer; winter, 176°. [3] Fuel level (below top of float chamber). [4] Below top of float chamber.													
TRIUMPH														
Mayflower	53–54	Sol	SB	30–FA1O	—	—	Man	OB	1.5–2.5	No	3.2–4.2	175	.5	6.5
TR2, TR3	54–59	SU	2xSB	H6	.4375	—	Man	Dry	2.5	No	3.2–4.2	175	.5	7
Sedan, Est. Wagon, Pennant	58–59	Sol	SB	B28ZIC–2	—	—	Man	OB	1.5–2.5	No	3.2–4.2	175	.5	4
VAUXHALL														
Wyvern (4 Cyl.)	53–56	Zen	SB	30VIG–7	—	—	Man	OB	2.25	—	3.2–4.2	185	.5	6.5
Velox (6 Cyl.)	53	Zen	SB	30V1G–7	—	—	Man	OB	2.5	—	3.2–4.2	185	.5	9.25
Velox, Cresta (6 Cyl.)	54–56	Zen	SB	34VN	.703	—	Man	OB	2.5–3.5	—	3.5–4.5	185	—	9.5
Victor	57–59	Zen	SB	34VN	.703	—	Man	OB	2.5–3.5	—	3.5–4.5	185	.5	6
Velox, Cresta	57–59	Zen	SB	34VNT	.703	—	Aut	OB	2.5–3.5	—	3.5–4.5	185	.5	8.5
VOLKSWAGEN														
All	53–59	Sol	SB	L8PCI[1]	—	—	Man	OB	1.3–1.8	No	—	—	.6	—
	[1] '53 models, 26VFIS.													
VOLVO														
PV444, PV544, 1225	57	SU	2xSB	H4	.437[1]	—	Man	OW	2–3.5	No	3.2–4.2	167	—	6.6–
	[1] Use round test bar.													
WILLYS (Passenger)														
675, 685	53–54	Car	SB	937S[1]	.281	—	Man	OB	3.5–4.5	Yes	7	151	.5	9.6
6-226	54–55	Car	Du	2052SA	.281	—	Aut	OB	3.5–5.5	Yes	7	165	.5	11.2
	[1] 675; 685 924S.													
WOLSELEY														
6/90 Series I, II	55–59	SU	2xSB	H4	.437[1]	—	Man	OB	—	No	4	175	.5	10
15/60	59	SU	SB	HS2	.437[1]	—	Man	OB	—	No	4	175	.5	5.74
	[1] Use round test bar.													

TRANSMISSION & CLUTCH

MAKE & MODEL	YEAR	TRANSMISSION											CLUTCH					
		Type	Gear Ratios					Lubrication		Automatic			Make	Pressure Springs No. & Type	Facing		Actuation	Pedal Free Travel
			First	Second	Third	Fourth	Reverse	Cap. (Pts.)	Change Interval (miles)	Push Start Instrs.	Towing Precautions	Conv. Cooling			Outside Dia.	Inside Dia.		
AUSTIN																		
A30	53–56	M	4.09	2.59	1.68	1	5.18	2.3	6000	—	—	—	BB	6–Co.	6.25	4.25	Li.	.125
A40 Somerset	53–54	M	3.89	2.44	1.54	1	5.39	2.25	6000	—	—	—	BB	6–Co.	7.25	5.0	Li.	.75
A70 Hereford	53–54	M	3.6	2.25	1.42	1	4.98	3	6000	—	—	—	BB	6–Co.	8.0	5.75	Li.	.75
Austin-Healey 100	54–56	M[1]	2.25	1.42	1	—	4.49	4.5	6000	—	—	—	BB	9–Co.	9.0	6.0	Li.	.75
A50, A55 Cambridge, Cambridge II	55–59	M[2]	3.945	2.403	1.49	1	5.159	5	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	.125
A90 Westminster	55–56	M[2]	3.32	2.06	1.45	1	4.49	4.5	6000	—	—	—	BB	9–Co.	9.0	6.0	Hyd.	.125
A90, A95, A105 Westminster	55–59	A	—	—	—	—	—	13.5	25000 [3]	[4]		AC	—	—	—	—	—	—
A35, A40 Farina, A-H Sprite	57–59	M	3.628	2.374	1.412	1	4.664	2.3	6000	—	—	—	BB	6–Co.	6.25	4.25	Li.[6]	.125
A95, A105 Westminster	57–59	M[1]	3.312	2.22	1.435	1	4.493	4.5	6000	—	—	—	BB	9–Co.	9.0	6.0	Hyd.	.125
Austin-Healey 100-6	57–59	M[1]	3.076	1.913	1.333	1	4.176	4[5]	6000	—	—	—	BB	9–Co.	9.0	6.0	Hyd.	.125

[1] Overdrive. [2] Overdrive optional. [3] Push in neutral to 25 mph, select D. [4] Rear end lift and carry. [5] 5.25 with overdrive. [6] A40, hydraulic.

BORGWARD

All	56–59	M	3.86	2.15	1.36	1	4.06	1.75	7500	—	—	—	FS	9–Co.	7.874	5.118	Hyd.	[1]

[1] Clearances at master cylinder and slave cylinder must be checked.

BUICK

40, 50, 4300	53	M	2.67	1.66	1	—	3.02	1.75	[1]	—	—	—	—	Dia.[2]	10[3]	6[3]	Li.	.75–1.0
40, 50, 70, 4300	53	A	—	—	—	—	—	14	25000	—	—	WC	—	—	—	—	—	—
40, 4400	54–55	M	2.67	1.66	1	—	3.02	1.5	[1]	—	—	—	—	Dia.	10	6	Li.	.75
60, 4600	54–55	M	2.39	1.53	1	—	2.53	2	[1]	—	—	—	—	12–Co.	10.5	6.5	Li.	.75
40, 50, 60, 70, 100, 4400, 4600	54–58	A	—	—	—	—	—	17[5]	25000	—	—	WC	—	—	—	—	—	—
40, 60, 4400, 4600	56	M	2.39	1.53	1	—	2.53	2	[1]	—	—	—	—	9–Co.	10.5	6.5	Li.	.75
40, 4400	57–59	M	2.15	1.37	1	—	2.28	2.5[6]	[1]	—	—	—	—	9–Co.	11.0	7.0	Li.	1.125
4400, 4600, 4700, 4800	59	A	1.82	1	—	—	1.82	20	25000 [7]	[8]		WC	—	—	—	—	—	—
4400, 4600, 4700, 4800	59	A	1.82	1	—	—	1.82	21	25000 [9]	[8]		WC	—	—	—	—	—	—

[1] Seasonal—MP90 summer, MP80 winter. [2] Series 50, 12 coil. [3] Series 50, 10.5, 6.5. [4] Series 50, 60, 12 coil. [5] '56–'57, 19; '58, 20.
[6] 58–59 models, 2. [7] Push in neutral to 15 mph, engage low, push at 25 mph. [8] Rear end lift and carry. [9] Do not push; use booster battery.

CADILLAC

75, 86	53	M	2.39	1.53	1	—	2.39	2	[1]	—	—	—	—	9–Co.	11	7	Li.	.875–1.1
62, 60S, 75, 86	53–54	A	3.819	2.634	1.45	1	4.304	18	25000	—	—	OC	—	—	—	—	—	—
All	55	A	4.08	2.634	1.55	1	4.304	18	25000	—	—	OC	—	—	—	—	—	—
All	56	A	3.96	2.55	1.55	1	4.306	20	25000	—	—	OC	—	—	—	—	—	—
All	57–58	A	3.96	2.55	1.55	1	3.74	19	12000	—	[2]	WC[5]	—	—	—	—	—	—
All	59	A	3.966	2.533	1.554	1	3.74	18.25	12000 [3]	[4]		WC	—	—	—	—	—	—

[1] Seasonal. [2] Remove drive shaft or lift and carry. [3] Do not push; use booster battery. [4] Select neutral. Do not exceed 30 mph. [5] '58; '57, oil-cooled.

CHEVROLET

All	53–54	M	2.94	1.68	1	—	2.94	2	[1]	—	—	—	—	Dia.	9.125	6.125	Li.	.75–1.0
All Powerglide	53–59	A	—	—	—	—	—	8[3]	25000	—	—	WC	—	—	—	—	—	—
All 6 Cyl.	55–59	M	2.94	1.68	1	—	2.94	2[2]	[1]	—	—	—	—	Dia.	9.5	6.0	Li.	.75–1.0
V8 Std. Trans.	55–57	M	2.94	1.68	1	—	2.94	2	[1]	—	—	—	—	9–Co.	10.0	6.0	Li.	.75–1.0
Corvette (3-speed trans.)	56–59	M	2.2	1.31	1	—	2.2	1.75	[1]	—	—	—	—	9–Co.	10.0[4]	6.5[5]	Li.	.75–1.0
All Turboglide	57–59	A	—	—	—	—	—	6[6]	25000	—	—	WC	—	—	—	—	—	—
Corvette (4-speed trans.)	57–59	M	2.2	1.66	1.31	1	2.25	1.75	[1]	—	—	—	—	9–Co.	10.0	6.5	Li.	.75–1.0
283 V8	58–59	M	2.47	1.53	1	—	2.8	1.75	[1]	—	—	—	—	Dia.	10.0	6.0	Li.	.75–1.0

348 V8	58–59	M	2.21	1.32	1	—	2.51	1.75	[1]	—	—	—	—	9–Co[7]	10.5	6.5	Li.	.75–1.0
348 fuel inj., Corvette (4-speed trans)	59	M	2.2	1.68	1.3	1	2.25	1.75[8]	[1]	—	—	—	—	Dia.[9]	10.5[9]	6.5[9]	Li.	.75–1.0

[1] Seasonal—MP 90 summer, MP 80 winter. [2] 58–59, 1.75. [3] 57, 7; 58–59, 7.5. [4] 56, 10.5. [5] 59, 6.0. [6] 58, 5; 59, 3.25.
[7] 59, diaphragm type. [8] Corvette, 1.25. [9] Corvette, 9–Co., 10.0, 6.0.

CHRYSLER

C60 (265 6 Cyl.), C56 (331 V8)	53	A[1]	3.57	2.04	1.75	1	3.99	2.5	20000	[2]	[3]	—	BB	9–Co.	9.25[4]	6.0	Li.	1.0		
C56, C58, C59, C60	53	A[5]	3.28	2.04	1.61	1	3.69	2.5	20000	[2]	[3]	WC[6]	BB	9–Co.	10.5[7]	6.5[8]	Li.	1.0		
C62	54	M	2.57	1.83	1	—	3.48	2.25	20000	—	—	—	BB	9–Co.	10.0	6.0	Li.	1.0		
C62, C63, C64, C66	54	A	1.72	—	1	—	2.39	10	10000	[9]	[10]	WC	—	—	—	—	—	—		
C67, C68, C69, C70, C71, C72	55–56	A	1.72	—	1	—	2.39	18.3[11]	10000	[9]	[10]	WC[6]	—	—	—	—	—	—		
C75, C76, IM, LC2, LC3	57–58	A	2.45	1.45	1	—	2.2	17.5[12]	10000	[9]	[10]	WC	—	—	—	—	—	—		
MC1, MC2, MC3	59	A	2.45	1.45	1	—	2.2	14[13]	10000	[9]	[10]	WC	—	—	—	—	—	—		

[1] Fluid-Torque Drive (semi-automatic with fluid coupling). [2] Push in high range to 25 mph, then engage clutch. [3] Select neutral. [4] C60; C56, 9.5.
[5] Fluid-Torque Drive (semi-automatic with torque-converter). [6] C60, C67, C71 air cooled. [7] C60, 9.5. [8] C60, 6.
[9] Push in neutral to 25 mph, then engage low. [10] Rear end lift and carry. [11] C67, C71, 16.7. [12] C75, LC2, 15. [13] MC3, 16.5.

DE SOTO

S18	53	A[1]	3.57	2.04	1.75	1	3.99	2.5	20000	[2]	[3]	—	BB	9–Co.	9.25	6.0	Li.	1.0		
S16, S18	53	A[4]	3.28	2.04	1.61	1	3.69	2.5	20000	[2]	[3]	AC	BB	9–Co.	9.5	6.0	Li.	1.0		
S19, S20	54	A	1.72	—	1.0	—	2.39	20	10000	[5]	[6]	AC[7]	—	—	—	—	—	—		
S21, S22, S23, S24	55–56	A	1.72	—	1.0	—	2.39	16.7	10000	[5]	[6]	WC[8]	—	—	—	—	—	—		
S25, S26	57	A	2.45	1.45	1	—	2.2	15	10000	[5]	[6]	AC	—	—	—	—	—	—		
LS2, LS3, MS2, MS3	58–59	A	2.45	1.45	1	—	2.2	14[9]	10000	[5]	[6]	WC	—	—	—	—	—	—		

[1] Fluid-Torque Drive (semi-automatic with fluid coupling). [2] Push in high range to 25 mph, then engage clutch. [3] Select neutral.
[4] Fluid-Torque Drive (semi-automatic with torque converter). [5] Push in neutral to 25 mph, then engage low. [6] Rear end lift and carry.
[7] S19, water cooled. [8] S22, air cooled. [9] LS2, 15; LS3, 17.5.

DKW

3-6 F93, F94	56–59	M	3.36	1.59	.915	1	3.08	4[2]	10000[2]	—	—	—	FS	6–Co.	7.0	6.0	Cab.	.4–.8		
3-6 1000	58–59	M	3.82	2.22	1.31	.915	4.58	5[2]	10000[2]	—	—	—	FS	6–Co.	7.0	6.0	Cab.	.4–.8		

[1] Four-speed transmission optional. Ratios as for 1000 model. [2] See also drive axle specifications.

DODGE

D43, D49	53–54	M	2.57	1.83	1	—	3.48	2.3[1]	20000	—	—	—	BB	9–Co.	9.25	6.0	Li.	1.0		
D43, D49	53–54	A[2]	—	—	—	—	—	2.3	20000	[3]	[4]	AC	BB	9–Co.	9.25	6.0	Li.	1.0		
D44, D50	53–54	A[2]	3.57	2.04	1.75	1	3.99	2.5	20000	[3]	[4]	—	BB	9–Co.	9.25	6.0	Li.	1.0		
D44, D50	53–54	A[2]	3.28	2.04	1.61	1	3.69	2.5	20000	[3]	[4]	AC	BB	9–Co.	9.5	6.0	Li.	1.0		
D54, D59	55	M	2.57	1.83	1	—	3.48	2.3[1]	20000	—	—	—	BB	9–Co.	9.25[5]	6.75[6]	Li.	1.0		
D54, D55, D59, D60, D64, D65	55–57	A	1.72	1.0	—	—	2.39	18.3[7]	10000	[8]	[9]	AC	—	—	—	—	—	—		
D60, D61, D64, D65, LE1, ME1	56–59	M	2.5	1.68	1	0.7[11]	3.2	2.3	20000	—	—	—	BB	9–Co.	9.25[10]	6.0[10]	Li.	1.0		
D61, D63, LE1, LE2, ME1, ME2	56–59	A	1.72	1.0	—	—	2.39	16.7	10000	[8]	[9]	WC[12]	—	—	—	—	—	—		
D65, D67, LE2, LD3, ME2, MD3	57–59	A	2.45	1.45	1	—	2.2	14[13]	10000	[8]	[9]	WC[12]	—	—	—	—	—	—		
LE2, ME2	58–59	M	2.31	1.55	1	0.7[11]	2.96	2.3	20000	—	—	—	BB	9–Co.	10.0	6.75	Li.	1.0		

[1] With overdrive, 3. [2] Semi-automatic. [3] Push in high range to 25 mph, then engage clutch. [4] Select neutral. [5] 6 cyl.; V8, 10.0.
[6] D54-1, -2, 6.0. [7] D55, D59, 16.7. [8] Push in neutral to 25 mph, then engage low. [9] Rear end lift and carry. [10] D61, D65, 10.0.
[11] Optional overdrive. [12] D61, D63, D65, D67, air cooled. [13] D65, D67, 15.

EDSEL

Ranger, Racer, S/Wagon	58	M	2.49	1.59	1.00	—	3.15	2.75	[2]	—	—	—	Long	9–Co.	11	7	Li.	1¼±⅛		
Ranger, Pacer, S/Wagon	58	M	2.49	1.59	1.00	.722[1]	3.15	4	[2]	—	—	—	Long	9–Co.	11	7	Li.	1¼±⅛		
Ranger, Pacer	58	A	2.40	1.46	1.00	—	2.00	17	15000	[3]	[4]	WC	—	—	—	—	—	—		
Corsair, Citation	58	A	2.37	1.48	1.00	—	1.84	17	15000	[3]	[4]	WC	—	—	—	—	—	—		
6 Cyl.	59	M	3.09	1.92	1.00	—	3.67	2.5	[2]	—	—	—	Long	6–Co.	9.5	6	Li.	1¼±⅛		
292 V8	59	M	2.40	1.49	1.00	—	2.86	2.5	[2]	—	—	—	Long	9–Co.	10	6.8	Li.	1¼±⅛		
332 V8	59	M	2.32	1.48	1.00	—	2.82	2.5	[2]	—	—	—	Long	9–Co.	11	7	Li.	1¼±⅛		
All	59	A	1.75	1.00	—	—	1.50	17	15000	[3]	[4]	WC	—	—	—	—	—	—		
361 V8	59	A	2.37	1.48	1.00	—	1.84	17	15000	[3]	[4]	WC	—	—	—	—	—	—		

[1] Overdrive in 2nd, 1.15. [2] Regular drain and refill not recommended. [3] At 25–30 mph, turn on ignition, shift into low.
[4] Rear lift and carry except for distances less than 12 miles.

A—Automatic. AC—Air cooled. AW—Air and Water cooled. BB—Borg and Beck. Cab—Cable. Co—Coil. Dia—Diaphragm. Fer—Ferado. FS—Fichtel and Sachs. Li—Linkage. M—Manual. OC—Oil cooled. WC—Water cooled.

TRANSMISSION & CLUTCH

MAKE & MODEL	YEAR	TRANSMISSION											CLUTCH					
		Type	Gear Ratios					Lubrication		Automatic			Make	Pressure Springs No. & Type	Facing		Actuation	Pedal Free Travel
			First	Second	Third	Fourth	Reverse	Cap. (Pts.)	Change Interval (miles)	Push Start Instrs.	Towing Precautions	Conv. Cooling			Outside Dia.	Inside Dia.		
FIAT																		
600	59	M	3.384	2.055	1.333	.896	4.275	2.72	12000	—	—	—	Fiat	6-Co.	6.1	4.48	Li.	1.0
600 Multipla	59	M	3.384	2.055	1.280	.838	4.275	2.72	12000	—	—	—	Fiat	6-Co.	6.1	4.48	Li.	1.0
1100, 1100F, 1200 Full Light	59	M	3.86	2.38	1.57	1	3.86	2	12000	—	—	—	Fiat	6-Co.	7.24	5.0	Li.	1.0
1100/T	59	M	4.722	2.739	1.609	1	4.722	2	12000	—	—	—	Fiat	6-Co.	7.24	5.0	Hyd.	1.8
1200 Spyder	59	M	3.38	2.09	1.38	1	3.38	2	12000	—	—	—	Fiat	6-Co.	7.24	5.0	Li.	1.0
FORD																		
All	54-56	M	2.57	1.63	1.00	[1]	3.13	2.5[2]	10000	—	—	—	—	—	10	—	Li.	$1\frac{1}{4}\pm\frac{1}{8}$
All	54-59	A[5]	2.40	1.47	1.00	—	2.0	16	15000	[7]	—	WC[6]	—	—	—	—	—	—
6 Cyl.	56	M	2.78	1.61	1.00	—	3.36	2.5	10000	—	—	—	—	—	—	—	Li.	$1\frac{1}{4}\pm\frac{1}{8}$
6 Cyl.	57-59	M	2.84	1.61	1.00	—	3.37	2.5	[3]	—	—	—	Long	6-Co.[4]	9.5[4]	6	Li.	$1\frac{1}{4}\pm\frac{1}{8}$
272 V8	57-58	M	2.61	1.62	1.00	—	3.10	2.5	[3]	—	—	—	Long	9-Co.	10	6.8	Li.	$1\frac{1}{4}\pm\frac{1}{8}$
292 V8	57-59	M	2.40	1.49	1.00	—	2.86	2.5	[3]	—	—	—	Long	9-Co.	10	6.8	Li.	$1\frac{1}{4}\pm\frac{1}{8}$
312, 332 V8s	57-59	M	2.32	1.48	1.00	—	2.82	2.5	[3]	—	—	—	Long	9-Co.	11	7	Li.	$1\frac{1}{4}\pm\frac{1}{8}$
6 Cyl.	57-59	M[1]	2.80	1.69	1.00	.7	3.80	2.5	[3]	—	—	—	Long	6-Co.	9.5	6	Li.	$1\frac{1}{4}\pm\frac{1}{8}$
272 V8	57	M[1]	2.57	1.55	1.00	.7	3.49	2.5	[3]	—	—	—	Long	9-Co.	10	6.8	Li.	$1\frac{1}{4}\pm\frac{1}{8}$
292, 332 V8s	57-59	M[1]	2.37	1.43	1.00	.7	3.21	2.5	[3]	—	—	—	Long	9-Co.[4]	10[4]	6.8	Li.	$1\frac{1}{4}\pm\frac{1}{8}$
312, 332 (4 bbl.), 352 V8s	57-59	M[1]	2.49	1.59	1.00	.7	3.15	3.25	[3]	—	—	—	Long	9-Co.	11	6.8	Li.	$1\frac{1}{4}\pm\frac{1}{8}$
332 (4 bbl. carb.) 352 V8s	58-59	M	2.37	1.51	1.00	—	2.81	3.25	[3]	—	—	—	Long	9-Co.	11	7	Li.	$1\frac{1}{4}\pm\frac{1}{8}$

[1] Overdrive optional, .70 4th gear ratio. [2] With overdrive, 3.5. [3] Regular drain and refill not recommended. SAE 80 used for all temperatures.
[4] Optional HD clutch, 11 in dia., 9 springs. [5] Fordomatic and Cruiseomatic. [6] Some models air cooled. [7] At 25-30 mph, turn on ignition, shift into low.
[8] Lift rear and carry except for short distances at less than 40 mph in neutral.

FORD (British)																		
All L-head	54-59	M	3.665[1]	2.007[1]	1[1]	—	4.793[1]	1.68	5000	—	—	—	Ford	6-Co.	7.38	4.5	Hyd.	.10[2]
Consul, Zephyr, Zodiac	53-55	M	3.27	1.691	1	—	3.971	2.25	5000	—	—	—	Ford	6-Co.	8.0	5.25	Hyd.	.0625[2]
Consul	56-59	M	2.84	1.642	1	—	3.86	2.5	5000	—	—	—	Ford	6-Co.	8.0	5.25	Hyd.	.0625[2]
Zephyr, Zodiac	56-59	M	2.84	1.642	1	—	3.86	2.5	5000	—	—	—	Ford	6-Co.	8.5	5.75	Hyd.	.0625[2]
Zephyr, Zodiac	56-59	A	—	—	—	—	—	10	15000	[3]	—	A	—	—	—	—	—	—

[1] Before Aug. '55, 3.403, 1.863, 1, 4.451. [2] Clearance between cyl. push rod and clutch release arm. [3] Push in neutral to 25-30mph; Select D.

FORD (German)																		
Taunus 12M, 17M (3 speed)	59	M[1]	3.27	1.69	1	—	3.66	2.5	4500	—	—	—	—	6-Co.	—	—	Li.	1.063-1.23
Taunus 17M (4 speed)	59	M[1]	3.39	1.98	1.33	1	4.12	2.5	4500	—	—	—	—	6-Co.	—	—	Li.	1.063-1.23

[1] Overdrive optional, ratio .7:1.

HILLMAN																		
Mk VI, VII	53-54	M	3.19	2.47	1.49	1	4.04	1.75	6000	—	—	—	BB	—	7.13	—	Li.	1.0
Mk VIII	55-56	M	3.56	2.47	1.40	1	4.76	2.25	6000	—	—	—	BB	6-Co.	7.25	—	Li	1.0
Series I, II	57-58	M	3.567	2.471	1.491	1	4.757	2.75	6000	—	—	—	BB	6-Co.	7.25	—	Hyd.	.094[1]
Series III	59	M	3.187	2.471	1.491	1	4.037	2.75	6000	—	—	—	BB	6-Co.	7.25	—	Hyd.	.094[1]

[1] At outer end of withdrawal lever—not at pedal.

HUDSON (for Rambler see Nash and Rambler)																		
Jet	53-54	M[1]	2.605	1.63	1	—	3.536	1.25[2]	[3]	—	—	—	—	6-Co.	9.125	6.125	Li.	.75-1.25
Jet	53-54	A[4]	—	—	—	—	—	17[7]	25000	[5]	[6]	AC	—	—	—	—	—	—
Wasp, Hornet	53-54	M[1]	—	—	—	—	—	2[2]	5000[3]	—	—	—	—	6-Co.[8]	—	—	Li.	.75-1.25
Wasp, Hornet	53-54	A[4]	—	—	—	—	—	17.5	25000	[5]	[6]	AC	—	—	—	—	—	—
Wasp, Hornet	53-54	A	—	—	—	—	—	19.5	25000	[5]	[6]	AC	—	—	—	—	—	—

Wasp	55	M[1]	—	—	—	—	—	2.9[9]	10000	—	—	—	—	—	—	—	—	—	.75–1.25
Wasp	55–56	A[4]	—	—	—	—	—	14.2	25000	5	6	AC	—	—	—	—	—	—	—
Hornet	55–56	A[4]	—	—	—	—	—	18.4	25000	5	6	AC	—	—	—	—	—	—	—
Hornet	55–56	M[1]	—	—	—	—	—	1.9[2]	10000	—	—	—	—	12–Co.	—	—	—	—	.75–1.25
Hornet	55–56	A	—	—	—	—	—	18.4	25000	5	6	WC	—	—	—	—	—	—	—
Wasp	56	M[1]	—	—	—	—	—	1.9[2]	10000	—	—	—	—	—	—	—	—	—	.75–1.25
Hornet	57	M[1]	—	—	—	—	—	3.3	10000	—	—	—	—	—	—	—	—	—	.75–1.25
Hornet	57	A	—	—	—	—	—	19.2	25000	10	6	WC	—	—	—	—	—	—	—

[1] Overdrive optional. [2] Add 1 pt. with overdrive. [3] Seasonal–EP90 Summer, EP80 winter. [4] Dual Range. [5] Push in neutral to 25 mph, select DR.
[6] Rear end lift and carry. [7] '54, 14.5. [8] Hornet, 9. [9] With overdrive, 2.5. [10] Push in neutral to 30–35 mph, then select D range.

HUMBER

Super Snipe	59	A	—	—	—	—	—	—	25000	1	2	AW	—	—	—	—	—	—

[1] In neutral to 25 mph, then select L. [2] Do not exceed 25 mph. For other than short distances, rear end lift and carry.

IMPERIAL

LY1, MY1	58–59	A	2.45	1.45	1.00	—	2.20	16.5	10000	1	2	WC	—	—	—	—	—	—

[1] Push in neutral to 25 mph, then engage Low. [2] Rear end lift and carry.

JAGUAR

XK120, XK140	53–57	M[1]	2.98	1.74	1.21	1	2.98	2.5[2]	10000	—	—	—	BB	12–Co.	10.0	—	Li.	1.0
XK150, Mk VII, VIII, IX, 3.4	53–59	M[1]	2.98	1.74	1.21	1	2.98	2.5[2]	10000	—	—	—	BB	12–Co.	10.0	—	Hyd.	1.25[5]
2.4	57–59	M[1]	2.98	1.74	1.21	1	2.98	2.5[2]	10000	—	—	—	BB	12–Co.	9.0	—	Hyd.	.75
All automatic	53–59	A	—	—	—	—	—	—	—	3	4	A	—	—	—	—	—	—
Optional ratios, all models	53–59	M[1]	3.375	1.982	1.367	1	3.375	2.5[2]	10000	—	—	—	—	—	—	—	—	—
Optional ratios, all models	53–59	M[1]	3.378	1.86	1.283	1	3.378	2.5[2]	10000	—	—	—	—	—	—	—	—	—

[1] Overdrive optional (except XK120). [2] With overdrive, 4. [3] In neutral to 15–20 mph, then select L or D. [4] Select neutral, do not exceed 30 mph.
[5] XK150, 1.0; 3.4, .75.

LAND ROVER

All (four wheel drive)	53–59	M[1]	2.996	2.043	1.377	1	2.547	2.5[2]	9000	—	—	—	BB	9–Co.	9.0	—	Hyd.	.75

[1] Plus transfer box, ratios 1.148 (high), 2.888 (low). [2] Transfer box, 4.5.

LINCOLN

All	53–54	A	3.82	2.63	1.45	1.00	4.30	19	10000	—	—	—	—	—	—	—	—	—	—
All	55–59	A	2.37	1.48	1.00	—	1.84	17	16000	3	4	WC	—	—	—	—	—	—	—

[3] At 25 mph turn on ignition, shift into low. [4] Tow less than 12 miles below 40 mph in neutral; greater distances, lift rear and carry.

MERCEDES-BENZ

190	59	M	4.05	2.38	1.53	1	3.92	2.5	10000	—	—	—	FS	9–Co.	—	—	Li.	.98
220S, SE	59	M	3.52	2.32	1.52	1	3.29	2.5	10000	—	—	—	FS	9–Co.	—	—	Li.	1.02–1.26
300 Auto.	59	A	2.303[1]	1.435	1	—	2.01	15	20000[2]	3	4	AW	—	—	—	—	—	—
300SL	59	M	3.34	1.97	1.385	1	2.73	2.5	10000	—	—	—	FS	9–Co.	—	—	Li.	1–1.187

[1] "Get-away" ratio, 21.1. [2] Or at 12 month intervals, if sooner. [3] In neutral to 25 mph, then select D or L.
[4] Select neutral, do not exceed 25 mph. If over 3 miles, rear end lift and carry.

MERCURY & MONARCH

All	53–54	M	2.64	1.63	1.00	—	3.25	2.5	10000	—	—	—	—	Co.	10.25	—	Li.	1–1¼
All	53–54	M	2.64	1.63	1.00	.7[1]	3.25	3.5	10000	—	—	—	—	Co.	10.25	—	Li.	1–1¼
All	53–56	A	2.44	1.48	1.00	—	2.00	16[4]	15000	6	7	WC	—	—	—	—	—	—	—
All	55–58	M	2.49	1.59	1.00	—	3.15	3	5	—	—	—	BB	Co.	10.5[2, 3]	6.5	Li.	1–1¼
All	55–58	M	2.49	1.59	1.00	.72	3.15	4	5	—	—	—	BB	Co.	10.5[2, 3]	6.5	Li.	1–1¼
All	57–59	A	2.40	1.46	1.00	—	2.00	17	15000	6	7	WC	—	—	—	—	—	—	—
Park Lane, Sceptre	58–59	A	2.37	1.48	1.00	—	1.84	17	15000	6	7	WC	—	—	—	—	—	—	—
All, (except Pk. Lane, Sceptre)	59	M	2.37	1.51	1.00	—	2.81	3	5	—	—	—	BB	Co.	10.5[3]	6.5	Li.	¾–1

[1] 3rd gear; overdrive in 2nd, 1.143. [2] '55 and '56 models, 10.25 ins. [3] 312 engine; 383 engine, 11 in. [4] '53 and '54, 18 pts.
[5] Regular drain and refill not recommended. [6] At 25–30 mph, turn on ignition, shift into low. [7] Rear lift and carry except for short distance towing below 40 mph in neutral.

METEOR

All	54–56	M	2.57	1.63	1.00	1	3.13	2.5[2]	10000	—	—	—	—	—	10	—	Li.	1¼ ± ⅛
All	54–59	A[5]	2.40	1.47	1.00	—	2.0	16	15000	7	—	WC[6]	—	—	—	—	—	—
6 Cyl	56	M	2.78	1.61	1.00	—	3.36	2.5	10000	—	—	—	—	—	—	—	Li.	1¼ ± ⅛

A—Automatic. AC—Air cooled. AW—Air and water cooled. BB—Borg and Beck. Cab—Cable. Co—Coil. Dia—Diaphragm. Fer—Ferado. FS—Fichtel and Sachs.
Li—Linkage. M—Manual. OC—Oil cooled. WC—Water cooled.

TRANSMISSION & CLUTCH

MAKE & MODEL	YEAR	TRANSMISSION											CLUTCH					
		Type	Gear Ratios					Lubrication		Automatic			Make	Pressure Springs No. & Type	Facing		Actuation	Pedal Free Travel
			First	Second	Third	Fourth	Reverse	Cap. (Pts.)	Change Interval (miles)	Push Start Instrs.	Towing Precautions	Conv. Cooling			Outside Dia.	Inside Dia.		
METEOR—Continued																		
6 Cyl.	57–59	M	2.84	1.61	1.00	—	3.37	2.5	[3]	—	—	—	Long	6–Co.[4]	9.5[4]	6	Li.	1¼±⅛
272 V8	57–58	M	2.61	1.62	1.00	—	3.10	2.5	[3]	—	—	—	Long	9–Co.	10	6.8	Li.	1¼±⅛
292 V8	57–59	M	2.40	1.49	1.00	—	2.86	2.5	[3]	—	—	—	Long	9–Co.	10	6.8	Li.	1¼±⅛
312, 332 V8s	57–59	M	2.32	1.48	1.00	—	2.82	2.5	[3]	—	—	—	Long	9–Co.	11	7	Li.	1¼±⅛
6 Cyl.	57–59	M[1]	2.80	1.69	1.00	.7	3.80	2.5	[3]	—	—	—	Long	6–Co.	9.5	6	Li.	1¼±⅛
272 V8	57	M[1]	2.57	1.55	1.00	.7	3.49	2.5	[3]	—	—	—	Long	9–Co.	10	6.8	Li.	1¼±⅛
292, 332 V8s	57–59	M[1]	2.37	1.43	1.00	.7	3.21	2.5	[3]	—	—	—	Long	9–Co.[4]	10[4]	6.8	Li.	1¼±⅛
312, 332 (4 bbl.), 352 V8s	57–59	M[1]	2.49	1.59	1.00	.7	3.15	3.25	[3]	—	—	—	Long	9–Co.	11	6.8	Li.	1¼±⅛
332 (4 bbl. carb.) 352 V8s	58–59	M	2.37	1.51	1.00	—	2.81	3.25	[3]	—	—	—	Long	9–Co.	11	7	Li.	1¼±⅛
	[1] Overdrive optional, .70 4th gear ratio. [2] With overdrive, 3.5. [3] Regular drain and refill not recommended. SAE 80 used for all temperatures.																	
	[4] Optional HD clutch, 11 in dia., 9 springs. [5] Fordomatic and Cruiseomatic. [6] Some models air cooled. [7] At 25–30 mph, turn on ignition, shift into low.																	
	[8] Lift rear and carry except for short distances at less than 40 mph in neutral.																	
METROPOLITAN																		
1500	57–59	M	2.84	1.49	1	—	3.38	5.5	—	—	—	—	BB	–Co.	8.0	5.75	Hyd.	—
MG																		
TD, TF	53–55	M	3.5	2.07	1.385	1	3.5	1.25	6000	—	—	—	BB	6–Co.	8.0	5.75	Li.	.75
Magnette Series ZA, ZB	53–59	M	3.64	2.215	1.373	1	4.78	4.5	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	—
Series A, Twin Cam	56–59	M	3.64	2.214	1.374	1	4.76	4[1]	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	—
Magnette Series III	59	M	3.945	2.403	1.49	1	4.755	5	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	—
	[1] Twin Cam, 4.75.																	
MORRIS																		
Minor Series MM	53	M	3.95	2.3	1.54	1	3.95	1.5	6000	—	—	—	BB	6–Co.	6.25	4.25	Li.	.75
Oxford Series MO	53	M	3.807	2.253	1.506	1	3.807	2.0	6000	—	—	—	BB	6–Co.	7.25	5.0	Li.	1.25
Minor Series II	54–56	M	4.09	2.588	1.679	1	5.174	1.5	6000	—	—	—	BB	6–Co.	6.25	4.25	Li.	.75
Oxford Series II, III, IV	54–59	M	3.945	2.403	1.490	1	5.159	4.5	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	—
Isis (Six) Series I, II	55–58	M[3]	3.315	2.06	1.435	1	4.493	4.5	6000	—	—	—	BB	9–Co.	9.0	6.0	Hyd.	—
Minor 1000	57–59	M	3.628	2.374	1.412	1	4.664	1.5	6000	—	—	—	BB	6–Co.	6.25	4.25	Li.	.75
Isis (Six)	57–58	A	—	—	—	—	—	—	— [1]	[2]	AC	—	—	—	—	—	—	—
Oxford Series V	59	M	3.637	2.215	1.373	1	4.755	4.5	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	—
	[1] Push to 25 mph, select low. [2] Rear end lift and carry. [3] Overdrive optional.																	
NASH (See also Rambler & Metropolitan)																		
Ambassador	53–56	M[1]	—	—	—	—	—	2[2]	10000	—	—	—	—	9–Co.	—	—	Li	.5–.75
Statesman	53–56	M[1]	—	—	—	—	—	2[2]	10000	—	—	—	—	6–Co.	8.5	—	Li.	.5–.75
Rambler	53–56	M[1]	—	—	—	—	—	1.25[2]	10000	—	—	—	—	6–Co.	—	—	Li.	.5–.75
All	53–57	A	—	—	—	—	—	18.5[5]	25000	[3]	[4]	AC[7]	—	—	—	—	—	—
Ambassador V8	57	M[1]	—	—	—	—	—	3.3	10000	—	—	—	—	12–Co.	—	—	Li.	.5–.75
Rambler 6, V8	57	M[1]	—	—	—	—	—	1.9[2]	10000	—	—	—	—	9–Co.	—	—	Li.	.5–.75
Rambler 6	57	A[6]	3.82	2.63	1.45	1	3.82	14.2	25000	[3]	[4]	AC	—	—	—	—	—	—
Rambler 6	57	A	—	—	—	—	—	16	15000	[3]	[4]	AC	—	—	—	—	—	—
	[1] Overdrive optional. [2] Add 1 pt. for overdrive. [3] Push in neutral to 20 mph, select D. [4] Rear en d lift and carry.																	
	[5] '54–56 Statesman and Rambler, 14. '56–57 Ambassador V8, 17.5. '57 Rambler V8 (Flashaway), 17.5. [6] Dual range. [7] Flashaway water cooled.																	
OLDSMOBILE																		
88, Super 88, 98	53–56	M	2.39	1.53	1	—	2.53	2[1]	[2]	—	—	—	—	9–Co.	11.0[3]	7.0	Li.	1.125
88, Super 88, 98	53–56	A	3.82	2.63	1.45	1	4.3	17	25000	—	—	—	—	—	—	—	—	—

88, Super 88	57–59	M	2.15	1.37	I	—	2.28	2		—	—	—	—	9–Co.	11.0	7.0	Li.	1–1.25
88, Super 88, 98	57–58	A	3.96	2.55	1.55	I	3.74	18	25000	— [4]	—	—	—	—	—	—	—	—
88, Super 88, 98	59	A	3.96	2.55	1.55	I	3.74	19	25000 [5]	[6]		WC	—	—	—	—	—	—

[1] '53 models, 1.75. [2] Seasonal—MP90 Summer, MP80 winter. [3] '53 models, 10.5. [4] Remove drive shaft or rear end lift and carry.
[5] Use booster battery. [6] Select neutral, do not exceed 30 mph.

PACKARD

2601, 5400	53–54	M[1]	2.428	1.528	I	.758[1]	3.164	1.7[2]	10000	—	—	—	—	9–Co.	10.0	6.75	Li.	1.25–1.5
2611, 2602, 2631, 2606, 2626	53	M[1]	2.428	1.528	I	.758[1]	3.164	1.7[2]	10000	—	—	—	—	9–Co.	10.5	7.0	Li.	1.25–1.5
All	53–54	A	1.81	I	—	—	1.349	20	25000	—	—	—	—	—	—	—	—	—
5401, 5411, 5402, 5426	54	M[1]	2.428	1.528	I	.758[1]	3.164	1.7[2]	10000	—	—	—	—	9–Co.	10.5	7.0	Li.	1.25–1.5
5540	55	M[1]	2.49	1.58	I	.722[1]	3.15	2.7[2]	[3]	—	—	—	—	8–Co.	10.5	7.0	Li.	1.25–1.5
5560, 5640, 5660	55–56	M[1]	2.49	1.58	I	.722[1]	3.15	2.7[2]	[3]	—	—	—	—	8–Co.	11.0	7.0	Li.	1.25–1.5
All	55–56	A	1.82	I	—	—	1.63	18.25	25000	—	—	WC	—	—	—	—	—	—
57L, (Y8, P8), 58L-K	57–58	M[1]	2.49	1.587	I	.722[1]	3.154	2.75[4]	10000	—	—	—	BB	9–Co.	10.5	6.5	Li.	1.0
All	57–58	A	2.4	1.47	I	—	2.0	15[5]	15000	—	—	WC	—	—	—	—	—	—
58L	58	M[1]	2.57	1.55	I	.7[1]	3.48	2.75[5]	10000	—	—	—	BB	9–Co.	10.25	6.5	Li.	1.0

[1] Overdrive optional. [2] Plus 1 pt. for overdrive. [3] Annually. [4] Plus .5 for overdrive. Hawk, 1 pt. [5] Hawk, 15.5.

PEUGEOT

403	59	M	—	—	—	—	—	2.75	3.6M[1]	—	—	—	Fer.	6–Co.	7.86	5.21	Li.	.79

[1] Flush and use only Mobilube GX-9

PLYMOUTH

P24, P25, P26-1, P26-2, P26-4, P27	53–55	M	2.57	1.83	I	—	3.48	2.3[1]	20000	—	—	—	BB	9–Co.	9.25[5]	6.0[5]	Li.	1.0
P24, P25	53–54	A[2]	—	—	—	—	—	2.3	20000 [3]	[4]		AC	BB	9–Co.	9.25	6.0	Li.	1.0
P26, P28, P30, P31	55–57	A	1.72	1.0	—	—	2.39	18.3	10000 [6]	[7]		AC	—	—	—	—	—	—
P29, P31	56–57	M	2.50	1.68	I	—	3.20	2.3	20000	—	—	—	BB	9–Co.	10.0	6.75	Li.	1.0
P28, P30, LP1, MP1	56–59	M	2.50	1.68	I	.07[8]	3.20	2.3	20000	—	—	—	BB	9–Co.	9.25	6.0	Li.	1.0
P31	57	A	2.45	1.45	I	—	2.20	15	10000 [6]	[7]		AC	—	—	—	—	—	—
LP2, MP2	58–59	M	2.31	1.55	I	.07[8]	2.96	2.3	20000	—	—	—	BB	9–Co.	10.0	6.75	Li.	1.0
P27, P29, LP1, LP2, MP1, MP2	58–59	A	1.72	1.0	—	—	2.39	16.7	10000 [6]	[7]		WC[9]	—	—	—	—	—	—
LP2, MP2	58–59	A	2.45	1.45	I	—	2.20	14	10000 [6]	[7]		WC	—	—	—	—	—	—

[1] With overdrive, 3. [2] Semi-automatic. [3] Push in high range to 25 mph, then engage clutch. [4] Select neutral. [5] P26-4, P27, 10.0, 6.75.
[6] Push in neutral to 25 mph, then select low. [7] Rear end lift and carry. [8] Optional overdrive. [9] P27, P29, air cooled.

PONTIAC

20, 22, 7000 (6 Cyl.)	53–59	M	2.94	1.68	I	—	2.94	2[11]	1	—	—	—	—	Dia	9.125[2]	6.125[2]	Li.	.75–1.0
20, 22 (6 Cyl.)	53–57	A	—	—	—	—	—	8.5[2]	25000	—	—	—	WC	—	—	—	—	—
25 (6 Cyl.)	53–54	M	2.67	1.66	I	—	3.02	1.75	1	—	—	—	—	Dia.	9.5	6.0	Li.	8.75
27, 28 (8 Cyl.)	53–54	M	2.67	1.66	I	—	3.02	1.75	1	—	—	—	—	Dia.	10.0	6.75	Li.	.875
25, 27, 28	53–54	A	3.82	2.63	1.45	I	4.3	18.5	25000	—	—	WC	—	—	—	—	—	—
27, 28	55	M	2.39	1.49	I	—	2.71	1.5	1	—	—	—	—	Dia.	10.0	6.75	Li.	.75–1.125
20, 22 (V8)	55–57	M	2.94	1.68	I	—	2.94	2	1	—	—	—	—	9–Co.[8]	10.0	—	Li.	.75–1.0
27, 28	55–56	A[6]	4.10	2.63	1.56	I	4.62	16	25000 [4]	[5]		WC	—	—	—	—	—	—
27, 28	56–57	A[7]	3.97	2.55	1.55	I	4.31[9]	17.5[10]	25000 [4]	[5]		—	—	—	—	—	—	—
27, 28	56	M	2.39	1.52	I	—	2.53	2	1	—	—	—	—	Dia.	10.0	6.75	Li.	.75–1.125
20, 22 (V8)	57	A	—	—	—	—	—	6	25000	—	—	WC	—	—	—	—	—	—
27, 28	57	M	2.15	1.37	I	—	2.28	2	1	—	—	—	—	12–Co.	10.5	7.0	Li.	.75–1.125
7000 (283 V8 & 348 V8)[15]	58–59	M	2.47	1.53	I	—	2.80	1.75	1	—	—	—	—	Dia.	10.0[16]	6.0[16]	Li.	.75–1.0
7000 (348 V8)	58	M	2.21	1.32	I	—	2.51	1.75	1	—	—	—	—	9–Co.	10.5	6.5	Li.	.75–1.0
21, 24, 25, 27, 28	58–59	M	2.21	1.32	I	—	2.51	1.75	1	—	—	—	—	Dia.[14]	11.0	7.0	Li.	.5–.75
7000	58–59	A	—	—	—	—	—	7.5	25000	—	[5]	WC	—	—	—	—	—	—
7000	58–59	A	2.67	1.6	I	—	—	3.5	25000	—	[5]	WC	—	—	—	—	—	—
21, 24, 25, 27, 28	58–59	A[7]	3.97	2.55	1.55	I	3.74	19	25000 [12]	[13]		WC	—	—	—	—	—	—

[1] Seasonal—MP90 summer, MP80 winter. [2] '55, 10.0; '56–59, 9.5x6.0. [3] '57, 7. [4] Push to 25 mph (Dual Range) or 30–35 mph (Strato-Flight) select DR
[5] Remove drive shaft or rear end lift and carry. [6] Dual Range. [7] Strato-Flight. [8] '55 models and '56 models without Power Pack, diaphragm type.
[9] '57 models, 3.74. [10] '57 models, 15. [11] '58–29 models, 1.75. [12] Use booster battery. [13] Do not exceed 30 mph. [14] '59 models, 12 coil.
[15] '59 only. [16] '59 348 V8, 10.5x6.5.

A—Automatic. AC—Air cooled. AW—Air and water cooled. BB—Borg and Beck. Cab—Cable. Co—Coil. Dia—Diaphragm. Fer—Ferado. FS—Fichtel and Sachs.
Li—Linkage. M—Manual. OC—Oil cooled. WC—Water cooled.

TRANSMISSION & CLUTCH

MAKE & MODEL	YEAR	TRANSMISSION											CLUTCH					
		Type	Gear Ratios					Lubrication		Automatic			Make	Pressure Springs No. & Type	Facing		Actuation	Pedal Free Travel
			First	Second	Third	Fourth	Reverse	Cap. (Pts.)	Change Interval (miles)	Push Start Instrs.	Towing Precautions	Conv. Cooling			Outside Dia.	Inside Dia.		
PORSCHE																		
1600, 1600S	59	M	1	1	1	1	1	5.5	3000[2]	—	—	—	Hau[3]	Dia.	7.05–13	4.88–92	Li.	.787–.984
[1] Optional. [2] In adverse conditions, 1500. [3] Hausmann.																		
RAMBLER																		
American 01	58–59	M[1]	2.61	1.63	1	—		3.54	1.25[2]	10000	—	—	—	BB	6–Co.	8.0	5.375	Li.	.5–.75
6 Cyl. 10 Series	58–59	M[1]	2.61	1.63	1	—		3.54	1.25[2]	10000	—	—	—	BB	6–Co.	8.5	5.13	Li.	.5–.75
Rebel V8 20 Series	58–59	M[1]	2.571	1.55	1	—		3.489	1.9[2]	10000	—	—	—	BB	9–Co.	10.0	7.0	Li.	.5–.75
Ambassador V8 80 Series	58–59	M[1]	2.49	1.587	1	—		3.154	3.3	10000	—	—	—	BB	12–Co.	10.5	6.5	Li.	.5–.75
01, 10, 20, 80 Series	58–59	A	2.40	1.47	1	—		2.00	16.6[3]	15000	—	—	A[4]	—	—	—	—	—	—
[1] Overdrive optional. Overdrive ratio, 0.7:1 (Ambassador, 0.722:1). [2] Add 1 pt. with overdrive. [3] 80 Series, 18.4. [4] 20, 80 series water-cooled.																		
RENAULT																		
Dauphine	57–59	M	3.7	1.8	1.07	—		3.7	2	6000	—	—	—	Fer[1]	6–Co.	6.3	4.33	Li.	.75
[1] Ferlec automatic (magnetic) clutch available.																		
RILEY																		
One-Point-Five	58–59	M	3.637	2.215	1.373	1		4.755	5	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	—
2.6	59	M	3.315	2.06	1.435	1		4.493	5	6000	—	—	—	BB	9–Co.	9.0	6.0	Hyd.	—
2.6	59	A	—	—	—	—		—	13.5	25000	[1]	[2]	AC	—	—	—	—	—	—
[1] Push in neutral to 25 mph, select D. [2] Rear end lift and carry.																		
ROVER																		
75, 90, 105S	53–59	M[1]	3.376	2.043	1.377	1		2.968	3.5[2]	9000	—	—	—	BB	9–Co.	9.16	—	Hyd.	.75
105R	57–58	A	1.744	1	[7]	—		2.9	4[3]	9000[6]	[4]	[5]	A	BB	9–Co.	8.88	—	Vac	—
[1] Overdrive optional. [2] At end of withdrawal lever. [3] Transmission case and O/D capacity; torque case separate, capacity 10 pts. [4] Cannot be push started; use booster battery. [5] Select neutral. [6] Transmission case and overdrive. [7] Overdrive ratio, 1:1.78.																		
SIMCA																		
Aronde	59	M	3.831	2.347	1.468	1		4.717	2	20000	—	—	—	—	3–Co.	7.145	4.88	Li.	.75
Vedette	59	M	—	—	1	—		—	—	7500	—	—	—	—	9–Co.	—	—	Li.	.8–1.0
SINGER																		
Gazelle series III	59	M[1]	3.187	2.47	1.49	1		4.937	2.75	6000	—	—	—	BB	6–Co.	—	—	Hyd.	.0937[2]
[1] Overdrive optional. [2] At end of withdrawal lever.																		
SKODA																		
All	59	M	4.27	2.46	1.59	1		5.61	1.23	3000	—	—	—	Own	–Co.	7.87	5.51	Li.	.787
STANDARD																		
8, 10 hp	54–57	M	4.27	2.46	1.45	1		4.27	1.5	12000	—	—	—	BB	6–Co.	6.25	4.25	Hyd.	.05
Vanguard, Ensign	53–59	M[1]	3.54	1.67	1	—		4.0	1.5	12000	—	—	—	BB	9–Co.	9.15	6.12	Hyd.	.875
Vanguard, Ensign (Auto. Trans)	58–59	A	—	—	—	—		—	13.5	25000	[2]	—	A	—	—	—	—	—	—
[1] Overdrive optional. [2] Push in neutral to 25 mph, select D.																		
STUDEBAKER																		
Champion	53–54	M[1]	2.605	1.63	1	0.7[1]		3.535	1.3[2]	10000	—	—	—	BB	9–Co.	8.0	5.375	Li.	.5–1.0
Champion	53–54	A	—	—	—	—		—	15.75	15000	—	—	—	—	—	—	—	—	—
Commander	53–55	M[1]	2.57	1.55	1	0.7[1]		3.48	2.0[3]	10000	—	—	—	BB	9–Co.	9.25	6.0	Li	.5–1.0
Commander	53–54	A	—	—	—	—		—	15.75	15000	—	—	—	—	—	—	—	—	—

Champion	55	M[1]	2.605	1.63	1	0.7[1]	3.535	1.3[2]	10000	—	—	—	BB	9–Co.	9.125	6.125	Li.	.5–1.0
President	55	M[1]	2.57	1.55	1	0.7[1]	3.535	2.0[3]	10000	—	—	—	BB	9–Co.	10.0	6.0	Li.	.5–1.0
President	55	A	2.308	1.435	1	—	2.009	15.75	15000	—	—	AC	—	—	—	—	—	—
56G, 57G, 58G	56–58	M[1]	2.605	1.63	1	0.7[1]	3.535	1.3[2]	10000	—	—	—	BB	6–Co.	9.125	6.125	Li.	1.0
56B, 56H (W, F, D, K),[4] 57B, 58B, 58H[4]	56–58	M[1]	2.57	1.55	1	0.7[1]	3.48	2.0[3]	10000	—	—	—	BB	9–Co.	10.0	6.0	Li.	1.0
56H (Y), 57H (D, F, W, Y, P)[8]	56–57	M	2.49	1.587	1	0.722	3.154	3	10000	—	—	—	BB	9 Co.	10. 25	6.5	Li.	1.0
56J Golden Hawk	56	M	2.49	1.587	1	0.722	3.154	3	10000	—	—	—	Long	8–Co.	11.0	7.0	Li.	1.5
All	56–58	A	—	—	—	—	—	15	15000	[5]	[6]	AC[9]	—	—	—	—	—	—
56J Golden Hawk	56	A	—	—	—	—	—	19	25000	[7]	[6]	WC	—	—	—	—	—	—
57H (K), 58HK Golden Hawk	57–58	M	2.49	1.587	1	0.722	3.154	3	10000	—	—	—	BB	9–Co.	10.5	6.5	Li.	1.0
Lark VI (59S–W, F, J, D, C)	59	M[1]	2.605	1.63	1	0.7[1]	3.535	2.3[3]	10000	—	—	—	BB	6–Co.	8.0	5.375	Li.	1.0
Lark VIII (59V–W, F, J, D, C)	59	M[1]	2.57	1.55	1	0.7[1]	3.48	3.8[10]	10000	—	—	—	BB	9–Co.	10.0	6.0	Li	1.0
All	59	A	2.40	1.47	1	—	2.00	18	15000	[5]	[6]	WC	—	—	—	—	—	—

[1] Optional overdrive. [2] Add 1 pt. for overdrive. [3] Add .8 pt. for overdrive. [4] All 56H series and 58H clutches as 56H (Y).
[5] Push in neutral to 20 mph, select Low. [6] Rear end lift and carry. [7] Push in neutral to 25 mph, select Drive.
[8] 57H (D, F, W, Y, P) transmission specs. as 57B (Above). [9] '57 Golden Hawk and all '58 models, water cooled. [10] 4.6 with overdrive.

SUNBEAM

90 Mk II	53	M[1]	3.56	2.47	1.49	1	4.76	1.75	6000	—	—	—	BB	9–Co.	9.0	—	Li.	1.0
90 Mk IIA	54	M[1]	3.19	2.47	1.49	1	4.04	1.75	6000	—	—	—	BB	9–Co.	9.0	—	Li.	1.0
90 Mk III	55–56	M	2.83	2.19	1.33	1	3.58	2.25	6000	—	—	—	BB	9 Co.	9.0	—	Li.	1.0
Rapier Series I, II	56–59	M[1]	3.19	2.47	1.49	1	4.04	2.75[3]	6000	—	—	—	BB	6–Co.	8.0	—	Hyd.	.094[2]

[1] Overdrive optional (standard on Series I). [2] At end of withdrawal lever. [3] With overdrive, 4.

TRIUMPH

Mayflower	53–54	M	3.54	1.67	1	—	4.0	1.25	12000	—	—	—	BB	6–Co.	7.25	4.93	Li.	.0625
TR2, TR3	54–59	M[1]	3.38	2.00	1.325	1	4.35	1.5	12000	—	—	—	BB	9–Co.	9.15	6.5	Hyd.	.875
Sedan, Est. Wagon, Pennant	58–59	M	4.27	2.46	1.45	1	4.27	1.5	12000	—	—	—	BB	6–Co.	6.25	4.25	Hyd.	.05

[1] Overdrive optional.

VAUXHALL

Wyvern	53–56	M	3.434	1.638	1	—	3.434	.75	—	—	—	—	BB	6–Co.	7.25	5.0	Li.	1.0
Velox, Cresta	53–57	M	3.103	1.63	1	—	3.103	.75	—	—	—	—	BB	6–Co.	8.0	5.75	Li.	1.0
Victor	57–59	M	3.186	1.635	1	—	3.05	2	—	—	—	—	BB	6–Co.	7.25	5.0	Hyd.	.187–.25
Velox, Cresta	58–59	M	2.866	1.635	1	—	3.05	2	—	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	.187–.25

VOLKSWAGEN

All	53–59	M	3.6	1.88	1.22	0.82	4.63	3.5	15000	—	—	—	FS	6–Co.	7.08	4.9	Li.	.4–.8

VOLVO

PV444, PV544, 122S	59	M	3.45	2.18	1.31	1	3.55	1.75	12000	—	—	—	BB	6–Co.	8.0	—	Hyd.	—

WILLYS (Passenger)

675, 685	53–54	M	2.605	1.630	1	.7	3.536	1.2	10000	[2]	[3]	—	R	6–Co.	8.5	5.125	Li.	1
6-226	54–55	M[1]	2.571	1.551	1	.7	3.489	2	10000			—	A or BB	6–Co.	9.25	6	Li.	1

[1] Automatic with fluid coupling available. [2] Lever at N till 25 mph reached, then move to DR. [3] Rear lift and carry.

WOLSELEY

6/90 Series I, II	55–59	M	3.315	2.06	1.435	1	4.493	4.5	6000	—	—	—	BB	9–Co.	9.0	6.0	Hyd.	—
6/90 Series II	57–59	A	—	—	—	—	—	13.5	25000	[1]	[2]	AC	—	—	—	—	—	—
15/60	59	M	3.373	2.214	1.737	1	4.755	5	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	—

[1] Lever at N till 25 mph reached, then move to Dr. [2] Rear lift and carry.

A—Automatic. AC—Air cooled. AW—Air and Water cooled. BB—Borg and Beck. Cab—Cable. Co—Coil. Dia—Diaphragm. Fer—Ferodo. FS—Fichtel and Sachs.
Li—Linkage. M—Manual. OC—Oil cooled. WC—Water cooled.

DRIVELINE AND REAR AXLE

MAKE & MODEL	YEAR	PROPELLER SHAFT						REAR AXLE										
				Universal Joints							Standard Ratios (To-1)			Lubricant				
		Type	No. of Sections	Make	No.	Type	Lubrication	Type	Gearing	Backlash (Ins.)	Conventional	Overdrive	Automatic	Cap. (Pts.)	Type	Grade: Summer	Grade: Winter	Change Interval
AUSTIN																		
A30	53–56	O	1	HS	2	CY[1]	CL–IM	SF	Hyp	.007–9	5.125	—	—	1.75	HP	90	80	6000
A40 Somerset	53–54	O	1	HS	2	CY[1]	CL–IM	SF	Sp	.007–9	5.14	—	—	2.25	EP	140	90	6000
A70 Hereford	53–54	O	1	HS	2	CY[1]	CL–IM	SF	SP	.007–9	4.125	—	—	2.75	EP	140	90	6000
Austin-Healey 100	54–56	O	1	HS	2	CY[1]	CL–IM	SF	Sp	.007–9	4.125	—	—	2.25	EP	140	90	6000
A50 Cambridge	55–56	O	1	HS	2	CY[1]	CL–IM	SF	Hyp	.007–9	4.875	—	—	2	HP	90	80	6000
A90 Westminster	55–56	O	1	HS	2	CY[1]	CL–IM	SF	Hyp	.007–9	3.9	4.1	4.1	3	HP	90	80	6000
A35	57–58	O	1	HS	2	CY[1]	CL–IM	SF	Hyp	.007–9	4.55	—	—	1.75	HP	90	80	6000
A55 Cambridge	57–59	O	1	HS	2	CY[1]	CL–IM	SF	Hyp	.007–9	4.3	—	—	2	HP	90	80	6000
A95, A105 Westminster	57–59	O	1	HS	2	CY[1]	CL–IM	SF	Hyp	.007–9	3.9	4.1	4.1	3	HP	90	80	6000
Austin-Healey 100 Six	57–59	O	1	HS	2	CY[1]	CL–IM	SF	Hyp	.007–9	3.91	—	—	3	HP	90	80	6000
A40 Farina	58–59	O	1	HS	2	CY[1]	CL–IM	SF	Hyp	.007–9	4.55	—	—	1.75	HP	90	80	6000
Austin-Healey Sprite	58–59	O	1	HS	2	CY[1]	CL–IM	SF	Hyp	.007–9	4.22	—	—	1.75	HP	90	80	6000
A55 Cambridge Mk II	59	O	1	HS	2	CY[1]	CL–IM	SF	Hyp	.007–9	4.55	—	—	2	HP	90	80	6000
[1] Needle roller bearings.																		
BUICK																		
40, 50, 70, 4300	53	TT	1	Sag	1	CY	[6]	SF	Hyp	.008–10	3.9	—	3.6	3	MP	90	90	[5]
40, 4400	54–55	TT	1	Sag	1	CY	[6]	SF	Hyp	.008–10	3.9	—	3.6	4.5[1]	HP	80	80	[5]
50, 60, 70, 4600	54–55	TT	1	Sag	1	CY	[6]	SF	Hyp	.008–10	3.9	—	3.4	4.5[1]	HP	80	80	[5]
40, 4400	56	TT	1	Sag	1	CY	[6]	SF	Hyp	.008–10	3.9	—	3.23	5	HP	80	80	[5]
50, 60, 70, 4600	56	TT	1	Sag	1	CY	[6]	SF	Hyp	.008–10	—	—	3.36	5	HP	80	80	[5]
All	57–58	TT	2	Sag	2	CY	[6]	SF	Hyp	.007–9	3.58	—	3.07[2]	6	HP	80	80	[5]
4400	59	TT	2	Sag	2	CY	[6]	SF	Hyp	.007–9	3.58	—	3.07[3]	5.5	HP[4]	80	80	[5]
4400 Power Pack, 4600, 4700, 4800	59	TT	2	Sag	2	CY	[6]	SF	Hyp	.007–9	—	—	3.23[3]	5.5	HP[4]	80	80	[5]
[1] '55, 3.75. [2] '58, 3.23. [3] Twin Turbine trans.; Triple Turbine, 2.78. [4] GM lubricant No. 5786991 for ltd. slip axles.																		
[5] Drain and refill at overhaul only. [6] Front, lubricated by transmission; rear, prepacked.																		
CADILLAC																		
62, 60S	53–54	O	1	Sag	2	CY	CL[8]	SF	Hyp	.003–10	—	—	3.07	4.25	HP	80	80	[7]
75	53–54	O	2	Sag	3	CY	CL[8]	SF	Hyp	.003–10	3.77	—	—	4.25	HP	80	80	[7]
86 (Commercial)	53–54	O	—	—	—	—	CL[8]	SF	Hyp	.003–10	4.27	—	—	4.25	HP	80	80	[7]
62, 60S	55–56	O	1	Sag	2	CY	CL[8]	SF	Hyp	.003–10	—	—	3.36[1]	4.25	HP	80	80	[7]
62, 60S[2], 75	55–57	O	2	Sag	3	CY	CL[8]	SF	Hyp	.003–10	—	—	3.36[3]	4.25	HP	80	80	[7]
86 (Commercial)	55–58	O	2	Sag	3	CY	CL[8]	SF	Hyp	.003–10	—	—	3.77[4]	4.25	HP	80	80	[7]
60, 62	58	O	2	Sag	3	CY	CL[8]	SF	Hyp	.003–10	—	—	3.07	4.25	HP	80	80	[7]
60, 62[5], 75	58	O	2	Sag	3	CY	CL[8]	SF	Hyp	.003–10	—	—	3.36	4.25	HP	80	80	[7]
60, 62, 63	59	O	2	Sag	3	CY	CL[8]	SF	Hyp	[9]	—	—	2.94	4.25	HP	80	80	[7]
64	59	O	2	Sag	3	CY	CL[8]	SF	Hyp	[9]	—	—	3.21	4.25	HP	80	80	[7]
67, 68	59	O	2	Sag	3	CY	CL[8]	SF	Hyp	[9]	—	—	3.77[6]	4.25	HP	80	80	[7]
[1] '56 with 4 barrel carburetor, 3.07. [2] '57 models with dual carb. only. [3] '55 model, 3.77. [4] '55 model, 4.27. [5] With 3 2-bbl. carburetors.																		
[6] 67 model, 3.36. [7] Drain and refill at overhaul only. [8] Repack, if disassembled. [9] Measured at outer circumference of tire tread, max. ½ in.																		
CHEVROLET																		
All	53–54	TT	1	—	1	CY	—	SF	Hyp	.005–8	3.70	—	3.55	3	HP[2]	80	80	[1]
All	55–56	O	1	Own	2	CY	WB–25M	SF	Hyp	.005–8	3.70	4.11	3.55	3	HP[2]	80	80	[1]
All	57	O	1	Own	2	CY	WB–25M	SF	Hyp	.005–8	3.55	—	3.36	3	HP[2]	80	80	[1]
All	58	O	2	Own	3	CY	WB–25M	SF	Hyp	.005–8	3.55	—	3.36	3.25	HP[2]	80	80	

6 Cyl., 283 V8	59	O	2	Own	3	CY	WB–25M	SF	Hyp	—	3.55	4.11	3.36	3.25	HP[2]	80	80		
348 V8	59	O	2	Own	3	CY	WB–25M	SF	Hyp	—	3.36	—	3.08	3.25	HP[2]	80	80	1	
Corvette	56–59	O	1	Own	2	CY	—	SF	Hyp	—	3.7	—	3.55	3.25	HP[2]	80	80	1	

[1] Drain and refill at overhaul only. [2] For limited dip differential (Positraction) use GM lubricant No. 5786991.

CHRYSLER

C56, C58, C59, C63, C64	53–54	O	1	[1]	2	[2]	10M[3]	SF	Hyp	.006–10	3.54[4]	—	3.36[5]	3	MP	90	80	20000	
C60, C62	53–54	O	1	[1]	2	CY	IM[6]	SF	Hyp	.006–10	3.9	—	3.54[7]	2.75	MP	90	80	20000	
C66	54	O	2	1	3	[8]	10M[3]	SF	Hyp	.006–10	—	—	3.54	4.25	MP	90	80	20000	
C67, C68, C69, C71, C72	55–56	O	1	[1]	2	[2]	20M[3, 9]	SF	Hyp	.006–10	—	—	3.54[10]	2.75[11]	MP	90	80	20000	
C70, C73	55–56	O	2	1	3	CY	[9]	SF	Hyp	.006–10	—	—	3.54	4.25 [11]	MP	90	80	20000	
C75, C76, IM	57	O	2	1	2	[2]	20M[3]	SF	Hyp	.006–10	—	—	3.18	3	MP	90	80	20000	
LC2, LC3, MC1, MC2, MC3	58–59	O	1	Own	2	[2]	20M[3]	SF	Hyp	.006–8	—	—	2.93	3	MP	90	80	20000	

[1] Cross type, Spicer; ball and trunnion type, Detroit Universal. [2] Front, ball and trunnion; rear, cross and yoke. [3] Disassemble, clean & repack with fibrous U-joint grease. [4] C56, C58, C59 only. [5] C64, 3.54. [6] Fluid gear lube, SAE 140. [7] C62, 3.73. [8] Front and centre, ball and trunnion; rear, cross type. [9] Do not lubricate cross type. [10] C68, C72, 3.36. [11] C68, C69, C72, C73, 3 pints.

DE SOTO

S26, S18, S20	53–54	O	1	[1]	2	CY	IM[2]	SF	Hyp	.006–10	[3]	—	3.73[4]	2.75[5]	MP	90	80	20000	
S19	54	O	1	[1]	2	[6]	10M[7]	SF	Hyp	.006–10	—	—	3.54	3	MP	90	80	20000	
S21, S24	55–56	O	1	[1]	2	[6]	20M[7, 8]	SF	Hyp	.006–10	—	—	3.54;	3	MP	90	80	20000	
S22, S23	55–56	O	1	[1]	2	[10]	20M[7]	SF	Hyp	.006–10	—	—	3.73	2.75	MP	90	80	20000	
S25, S26	57	O	1	[1]	2	[6]	20M[7]	SF	Hyp	.006–10	—	—	3.36	3	MP	90	80	20000	
LS2, LS3	58	O	1	Own	2	[6]	20M[7]	SF	Hyp	.006–8	—	—	2.93[11]	3	MP	90	80	20000	
MS2, MS3	59	O	1	Own	2	[6]	20M[7]	SF	Hyp	.006–8	—	—	2.93	3	MP	90	80	20000	

[1] Cross type, Spicer; ball and trunnion type, Detroit Universal. [2] Fluid gear lube, SAE 140. [3] S16, 3.73; S18, 3.9. [4] S16, S18, 3.54. [5] S16, 3 pints. [6] Front, ball & trunnion, rear, cross & yoke. [7] Heavy fibre U.J. grease. [8] Cross type, do not lubricate. [9] S24, 3.36. [10] Ball and trunnion; S23 rear, cross and yoke. [11] LS3, 3.15.

DODGE

D44, D50	53–54	O	1	[1]	2	BT	10M[2]	SF	Hyp	.006–10	3.9	—	3.54	2.75	MP	90	80	20000	
D43, D49	53–54	O	1	[1]	2	BT	10M[2]	SF	Hyp	.006–10	3.73	3.9	—	2.75	MP	90	80	20000	
D54, D59, D60, D61	55–56	O	1	[1]	2	BT	20M[2]	SF	Hyp	.006–10	3.73	3.9	3.54	2.75	MP	90	80	20000	
D55	55	O	1	[1]	2	BT	20M[2]	SF	Hyp	.006–10	—	—	3.54	2.75	MP	90	80	20000	
D63	56	O	1	[1]	2	[3]	20M[2, 4]	SF	Hyp	.006–10	—	—	3.54	2.75	MP	90	80	20000	
D64, D65	57	O	1	[1]	2	[3]	20M[2, 4]	SF	Hyp	.006–10	3.73[5]	3.91	3.54[6]	2.75[7]	MP	90	80	20000	
D67	57	O	1	[1]	2	[3]	20M[2, 4]	SF	Hyp	.006–10	—	—	3.36	3	MP	90	80	20000	
LE1, ME1	58–59	O	1	Own	2	[3]	[8]	SF	Hyp	.006–8	3.73	3.9	3.54	2.75	MP	90	80	20000	
LE2, ME2	58–59	O	1	Own	2	[3]	[8]	SF	Hyp	.006–8	3.54	3.9	3.31[9]	3	MP	90	80	20000	
LD3, MD3	58–59	O	1	Own	2	[3]	[8]	SF	Hyp	.006–8	—	—	2.93	3	MP	90	80	20000	

[1] Cross type, Spicer; ball and trunnion, Detroit Universal. [2] Heavy fibre U joint grease. [3] Front, ball and trunnion; rear, cross and yoke. [4] Cross type—do not lubricate. [5] D65, 3.54. [6] D65, with torqueflite, 3.36. [7] D65, 3.

EDSEL

All	58	O	1	Spi	2	CY	IM[1]	SF	Hyp	.004–9	3.7	3.89	2.91	4	HP	90	80	—	
All	59	O	1	Spi	2	CY	15M[1]	SF	Hyp	.004–9	3.56	—	2.69[2]	4.5	HP	90	80	—	

[1] Universal joint grease. [2] Or 2.91.

FIAT

600 600M	59	—	—	—	—	—	—	SA[1]	Hyp	.003–6	5.38[2]	—	—	1.36[2]	HP	90	90	10000	
1100, 1100/F, 1200	59	O	2[4]	Fiat	2[4]	CY	CL2M	SF	Hyp	.003–6	4.30	—	—	1.04	HP	90	90	10000	
1100/T	59	O	2	Fiat	2	CY	CL2M	SF	Hyp	.003–6	6.43	—	—	1.92	HP	90	90	10000	

[1] Swing axle. [2] 600 Multipla, 6.43. [3] Combined with transmission, total capacity 2.75 pints. [4] 1100 models, 1.

FORD

All	53–54	O	1	Spi	2	CY	15M[1]	SF	Hyp	.003–8	3.9	4.1	3.31	2.9	HP	90	80	10000	
All	55	O	1	Spi	2	CY	15M[1]	SF	Hyp	.003–8	3.78	3.89	3.30	2.5	HP	90	80	10000	
All	56	O	1	Spi	2	CY	15M[1]	SF	Hyp	.003–8	3.78	3.89	3.22	2.5	HP	90	80	10000[2]	
All	57	O	1	Spi	2	CY	15M[1]	SF	Hyp	.004–9	3.56	3.7	3.10	3.75[3]	HP	90	80	[2]	
All	58	O	1	Spi	2	CY	15M[1]	SF	Hyp	.004–9	3.56[5]	3.56[5]	2.91[4]	3.75[3]	HP	90	80	[2]	
All	59	O	1	Spi	2	CY	15M[1]	SF	Hyp	.004–9	3.56[5]	3.7	3.1	3.75[3]	HP	90	80	[2]	

[1] Repack with universal joint grease. [2] From serial No. 184587 change only on overhaul. Lubricant—Ford spec. M-2C-28A, B; with locking diff., Ford spec. M-2C-34A, M-2C-42. [3] To 4.5. [4] With Dual Range automatic, 2.69. Thunderbird, 3.1 standard, 2.91 optional. [5] Thunderbird, 3.7.

O—Open. TT—Torque tube. HS—Hardy Spicer. Sag—Saginaw. Spi—Spicer. ME—Mechanics. CY—Cross & yoke. BT—Ball & trunnion. CL—Chassis lubricant. WB—Wheel bearing grease. Sp—Spiral bevel. Hyp—Hypoid. HP—Hypoid gear lube. MP—Multi-purpose gear lube. GL—Straight mineral oil. SF—Semi-floating.

DRIVELINE AND REAR AXLE

MAKE & MODEL	YEAR	PROPELLER SHAFT						REAR AXLE										
				Universal Joints							Standard Ratios (To-1)			Lubricant				
		Type	No. of Sections	Make	No.	Type	Lubrication	Type	Gearing	Backlash (Ins.)	Conventional	Overdrive	Automatic	Cap. (Pts.)	Type	Grade: Summer	Grade: Winter	Change Interval
FORD (British)																		
All L-head	54–59	O	1	—	2	CY	140–1M	SF	Hyp	.005–10[1]	4.429	—	—	1.5	HP	90	90	5000
Consul	53–55	O	1	—	2	CY	140–1M	SF	Hyp	.005–7	4.556	—	—	2.5	HP	90	90[2]	5000
Zephyr, Zodiac	53–55	O	1	—	2	CY	140–1M	SF	Hyp	.005–7	4.444	—	—	2.5	HP	90	90[2]	5000
Consul	56–59	O	1	—	2	CY	140–1M	SF	Hyp	.005–7	4.111	4.44	—	2.5	HP	90	90[2]	5000
Zephyr, Zodiac	56–59	O	1	—	2	CY	140–1M	SF	Hyp	.005–7	3.9	—	—	2.5	HP	90	90[2]	5000
[1] Preload clearance between axle housing flanges. Allow .005–7 for gasket. [2] Below—10°F., 80.																		
FORD (German)																		
Taunus 12M, 17M	59	O	1	—	2	CY	—	SF	Hyp	[1]	3.9[2]	4.44	—	2	HP	90	90	13500
[1] .00315–.00787. [2] Optional ratio with 4-speed trans., 3.54:1. Optional S/Wagon ratios 4.11 and 4.44.																		
HILLMAN																		
Mk VI, VII	53–54	O	1	HS	2	CY	HP–1M	SF	Sp	.008–12	5.22	—	—	1.75	HP	140	90	6000
Mk VIII, Series I, II	55–58	O	1	HS	2	CY	HP–1M	SF	Sp	.005–9	4.78[1]	—	—	1.75	HP	140	90	6000
Series III	59	O	1	HS	2	CY	HP–1M	SF	Sp	.005–9	4.55[2]	—	—	1.75	HP	140	90	6000
[1] Series I and early Series II S/Wagons, 5.22. [2] S/Wagon, 4.78.																		
HUDSON (for Rambler models see Nash and Rambler)																		
Jet	53–54	O	1	—	2	CY	MP–1M[1]	SF	Hyp	.002–6	4.10	4.27	3.54	2.1	MP	90	90	10000
Wasp, Hornet	53–54	O	2	—	3	CY	MP–1M[1]	SF	Hyp	.002–6	4.09	4.55	3.07	2.4	MP	90	90	10000
Wasp	55–56	TT	1	—	1	CY	—	SF	Hyp	.002–6	4.1[2]	4.4[2]	3.6	2.5	MP	90	90	10000
Hornet	55–57	TT	1	—	1	CY	—	SF	Hyp	.002–6	4.1	4.4[4]	3.2[3]	3.3	MP	90	90	10000
[1] SAE 140. [2] Conv. 4.4, o'drive 4.9 in '56 models. [3] With Hydra-Matic; '55 models with Ultramatic, 3.5 [4] Overdrive not available in '57.																		
HUMBER																		
Super Snipe	59	O	2	HS	—	CY	HP	SF	Hyp	.005–9	4.55	4.55	4.55	1.75	HP	90	90[1]	6000
[1] Below—10°F., 80.																		
IMPERIAL																		
LYI, MYI	58–59	O	2	Own	3	CY	[1]	SF	Hyp	.006–8	—	—	2.93	3	MP	90	90	[2] 20000
[1] Every 20,000 miles disassemble, clean and repack with fibrous U-joint grease. [2] Below—10°F., 80.																		
JAGUAR																		
XK120, XK140, XK150	53–59	O	1	HS	2	CY	2.5M	SF	Hyp	.004[1]	3.54	4.09[2]	3.54[3]	3.5	HP	90	90	10000
Mk VII, Mk VIII, MkIX	53–59	O	2	HS	3	CY	2.5M	SF	Hyp	.004[1]	4.27	4.55	4.27	3.5	HP	90	90	10000
2.4 (conv. trans.)	56–59	O	1	HS	2	CY	2.5M	SF	Hyp	.004[1]	4.27	4.55	—	2.5	HP	90	90	10000
2.4 (auto. trans.)	56–59	O	2	HS	3	CY	2.5M	SF	Hyp	.004[1]	—	—	4.77	2.5	HP	90	90	10000
3.4 (conv. trans.)	57–59	O	1	HS	2	CY	2.5M	SF	Hyp	.004[1]	3.54	3.77	—	3.5	HP	90	90	10000
3.4 (auto. trans.)	57–59	O	2	HS	3	CY	2.5M	SF	Hyp	.004[1]	—	—	3.54	3.5	HP	90	90	10000
[1] Minimum. [2] Not XK120. [3] XK150 only.																		
LAND ROVER																		
Series I (four wheel drive)	53–58	O	1	HS	2	CY	—	SF	Sp	.007	4.7[1]	—	—	3	HP	90	80	9000
Series II (four wheel drive)	58–59	O	1	HS	2	CY	—	SF	SP	.008–10	4.7	—	—	3	HP	90	80	9000
[1] Before axle No. 861320, 4.88.																		
LINCOLN																		
All Lincoln	53–54	O	1	Spi	2	CY	CL–1M	SF	Hyp	.003–8	—	—	3.31	3.5	HP	90	80	10000
All Lincoln	55	O	1	Spi	2	CY	CL–2M	SF	Hyp	.003–8	—	—	3.07	3.5	HP[1]	90	90	10000
All Lincoln, Continental	56–57	O	1	Spi	2	CY	CL–2M	SF	Hyp	.003–8	—	—	3.07	3.5	HP[1]	90	90	10000
All Lincoln, Continental	58–59	O	1	Spi	2	CY	CL–2M	SF	Hyp	.003–8	—	—	2.89	3.5[2]	HP[1]	90	90	[3]
[1] Must conform to specification M2 C16; Ford part No. CLA19581A. [2] '59 models, 4 pints. [3] Regular changing not recommended.																		

MERCEDES-BENZ																		
190	59	O	2	—	3	CY[1]	2.5M	SA[5]	Hyp	.0063[2]	4.1	—	—	4	HP	90	90	10000
220S, 220SE	59	O	2	—	3	CY[1]	2.5M	SA[5]	Hyp	.0065–80[3]	4.1	—	—	4	HP	90	90	10000
300 Automatic	59	O	2	—	3	CY[1]	2.5M	SA[5]	Hyp	—	—	—	4.67	5.25	HP	90	90	10000
300 SL	59	O	1	—	2	CY	10M	SA[5]	Hyp	.0063–80[3]	3.64[4]	—	—	5.6	HP	90	90	10000
[1] One flexible disc type. [2] At 6.93 in. from pinion axis. [3] At 8.07 in. from pinion axis. [4] Optional ratios, 3.42, 3.25. [5] Swing axles.																		
MERCURY & MONARCH																		
All	53	O	1	Spi	2	CY	UJ–1M	SF	Hyp	.005–8	3.73	4.1	3.54	3	HP	90	80	10000
All	54	O	1	Spi	2	CY	UJ–1M	SF	Hyp	.003–8	3.91	4.09	3.59	2.5	HP	90	80	10000
All	55	O	1	Spi	2	CY	UJ–1M	SF	Hyp	.003–8	3.73	4.09	3.15	2.5	HP	90	80	10000
All	56	O	1	Spi	2	CY	UJ–2M	SF	Hyp	.003–8	3.73	4.09	3.15	3	HP	90	90	10000[1]
All	57	O	1	Spi	2	CY	UJ–1M	SF	Hyp	.004–9	3.7	3.89	3.22	3.75	HP	90	80	1
All	58	O	1	Spi	2	CY	UJ–1M	SF	Hyp	.004–9	3.56	3.56	2.91	3.75	HP	90	80	1
All	59	O	1	Spi	2	CY	15M[2]	SF	Hyp	.004–9	2.71	—	2.91	3.75	HP	90	80	1
[1] From serial No. 184587 change only on overhaul. Lubricant—Ford spec. M-2C–28A, B; with locking diff., M-2C-34A, M-2C-42. [2] Repack with universal joint grease.																		
METEOR																		
All	53–54	O	1	Spi	2	CY	15M[1]	SF	Hyp	.003–8	3.9	4.1	3.31	2.9	HP	90	80	10000
All	55	O	1	Spi	2	CY	15M[1]	SF	Hyp	.003–8	3.78	3.89	3.30	2.5	HP	90	80	10000
All	56	O	1	Spi	2	CY	15M[1]	SF	Hyp	.003–8	3.78	3.89	3.22	2.5	HP	90	80	10000[2]
All	57	O	1	Spi	2	CY	15M[1]	SF	Hyp	.004–9	3.56	3.7	3.1	3.75[3]	HP	90	80	2
All	58	O	1	Spi	2	CY	15M[1]	SF	Hyp	.004–9	3.56	3.56	2.91[4]	3.75	HP	90	80	2
All	59	O	1	Spi	2	CY	15M[1]	SF	Hyp	.004–9	3.56	3.7	3.1	3.75	HP	90	80	2
[1] Repack with universal joint grease. [2] From serial No. 184587 change only on overhaul. Lubricant, Ford spec. M-2C-28A, B; with locking diff., Ford spec. M-2C-34A, M-2C-42. [3] To 4.5. [4] With Dual Range automatic, 2.69.																		
METROPOLITAN																		
"1500"	57–59	O	1	HS	2	CY	CL–1M	SF	Hyp	—	4.22	—	—	2.25	MP	90	90	6000
MG																		
TD, TF	53–55	O	1	HS	2	CY	CL–1M	SF	Hyp	—	4.875	—	—	2.25	MP	90	90	6000
A, A Twin Cam	56–59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.3	—	—	2.75	MP	90	90	6000
Magnette Series ZA	55–56	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.875	—	—	2.75	MP	90	90	6000
Magnette Series ZB	57–59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.55	—	—	2.75	MP	90	90	6000
Magnette Mk III	59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.3	—	—	2	MP	90	90	6000
MORRIS																		
Minor Series MM & Traveller	53	O	1	HS	2	CY	CL–1M	SF	Hyp	—	4.55	—	—	1.5	MP	90	80	6000
Oxford Series MO	53	O	1	HS	2	CY	CL–1M	SF	Hyp	—	4.875	—	—	2	MP	90	80	6000
Minor Series II & Traveller	54–56	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	5.375	—	—	1.5	MP	90	80	6000
Oxford Series II, III, IV	54–58	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.875	—	—	2.75	MP	90	80	6000
Isis (Six) Series I, II	55–58	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.1	2.87	4.1[1]	3.75	MP	90	80	6000
Minor Series 1000	57–59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.55	—	—	1.5	MP	90	80	6000
Oxford Series V	59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.55	—	—	2	MP	90	80	6000
[1] Series II.																		
NASH (see also Rambler and Metropolitan)																		
Ambassador	53–56	TT[3]	1	—	1	—	—	SF	Hyp	.002–6	4.1	4.4	3.2[7]	3.3	MP	90	90	1, 2
Statesman	53–56	TT[3]	1	—	1	—	—	SF	Hyp	.002–6	4.4	4.9	3.6[4]	2.5	MP	90	90	1, 2
Rambler	53–55	O	1	—	2	—	CL15M[6]	SF	Hyp	.002–6	3.8	4.4	3.3[5]	2.5	MP	90	90	1, 2
Ambassador Special V8	56	TT	1	—	1	CY	—	SF	Hyp	.002–6	4.1	4.5	3.5	3	MP	90	90	1
Ambassador	57	TT	1	—	1	CY	—	SF	Hyp	.002–6	4.1	4.1	3.2	3.3	MP	90	90	1
[1] Drain & refill at overhaul only. [2] Repack rear axle shaft bearings every 15,000 miles. [3] With Hydra-Matic, one-piece tubular shafts used. [4] 3.3 in '53. [5] '54 only. [6] Mechanics joints. Spicer U-joints having tube fitting, use SAE 140 mineral oil. [7] Hydra-Matic, 3.5 with Ultramatic in '55.																		
OLDSMOBILE																		
All	53	O	1	Sag	2	CY	WB–20M	SF	Hyp	.004–6	3.64	—	3.23[1]	4	HP	80	80	9
All	54	O	1	Sag	2	CY	WB–20M	SF	Hyp	.004–6	3.42	—	3.08[2]	4.75	HP	80	80	9

O—Open. TT—Torque tube. HS—Hardy Spicer. Sag—Saginaw. Spi—Spicer. ME—Mechanics. CY—Cross & yoke. BT—Ball & trunnion. CL—Chassis lubricant. WB—Wheel bearing grease. Sp—Spiral bevel. Hyp—Hypoid. HP—Hypoid gear lube. MP—Multi-purpose gear lube. GL—Straight mineral oil. SF—Semi-floating.

DRIVELINE AND REAR AXLE

MAKE & MODEL	YEAR	PROPELLER SHAFT						REAR AXLE										
				Universal Joints							Standard Ratios (To-1)			Lubricant				
		Type	No. of Sections	Make	No.	Type	Lubrication	Type	Gearing	Backlash (Ins.)	Conventional	Overdrive	Automatic	Cap. (Pts.)	Type	Grade: Summer	Grade: Winter	Change Interval
OLDSMOBILE—Continued																		
All	55	O	1	Sag	2	CY	WB–20M	SF	Hyp	.004–6	3.42	—	3.07[3]	4	HP	80	80	[9]
All	56	O	1	Sag	2	CY	WB–20M	SF	Hyp	.004–8	3.64[4]	—	3.08[4]	4	HP	80	80	[9]
All	57	O	2	Sag	3	CY	WB–20M	SF	Hyp	.007–8	3.64[5]	—	3.23[6]	4.125	HP[10]	80	80	[9]
All	58	O	2	Sag	3	CY	WB–20M	SF	Hyp	.007–8	3.64[8]	—	3.08[7]	5	HP[10]	80	80	[9]
All	59	O	2	Sag	3	CY	WB–20M	SF	Hyp	.007–8	3.64[8]	—	3.08[7]	4.25	HP[10]	80	80	[9]
[1] 98 Series, 3.42. [2] Super 88 and 98, 3.23. [3] Super 88, 3.23; 98, 3.42. [4] Super 88, 3.23; 98, 3.42. [5] 98, 3.42. [6] Super 88 and 98, 3.42. [7] Super 88, 3.23; 98, 3.42. [8] 88 and Super 88 only. [9] Drain and refill at overhaul only. [10] For Anti-Spin differential use GM lubricant No. 5786991.																		
PACKARD																		
2600, 5400 Series	53–54	O	1[1]	[2]	2[1]	CY[3]	[4]	SF	Hyp	.004–8	3.9	4.1	3.54[5]	3.12	HP	90	90[5]	[6, 7]
5500 Series	55	O	1	[2]	2	CY[3]	[4, 9]	SF	Hyp	.004–8	3.9[10]	3.9	3.23[11]	3.55	MP	90	90[5]	[6, 7]
5600 Series	56	O	1	[2]	2	CY[3]	[4, 9]	SF	Hyp	.003–6	3.54[12]	3.54[12]	2.87[14]	2.5[14]	MP	90	90	[6, 7]
Clipper	57	O	2	Spi	3	CY	CL–1M	SF	Hyp	.003–6	NA	4.27[15]	3.31[15]	2.1	HP	90	90	[6, 7]
58L	58	O	1	Spi	2	CY	[4]	SF	Hyp	.003–6	NA	4.09	3.31	2.1	HP	90	90[5]	[6, 7]
[1] 2626, 5426 models, 2 sections—3 joints. Front joint, Mechanics. [2] Standard and overdrive, Spicer; Ultramatic, Universal Products. [3] Ball and trunnion at front joint of Ultramatic, trans models. [4] Disassemble, inspect and lubricate with fibre U-joint lubricant every 15,000 miles. [5] Below—10 deg. F., 80. [6] Change yearly or 10,000 mile intervals. [7] Every 20,000 miles, remove axle shafts and bearings. Repack brgs. with short fibre W.B. grease. [8] 2611, 5411 automatic ratio, 3.23 to 1. 2626, 5426 std. and OD ratios, 4.1, 4.55. [9] Manual shift cars with lube fittings on joints—use SAE 140 gear oil only every 1000 miles. [10] Model 5522, 3.07. [11] Model 5580, 3.07, 3.23 or 3.54. [12] Optional ratio, 4.09. [13] Optional ratios, 3.07, 3.31, 3.54, 4.09. [14] 5680, 3 pts. [15] Optional ratios, OD 3.92, 4.55; Flightomatic, 3.07, 3.54.																		
PEUGEOT																		
403	59	TT	1	—	1	CY	CL–1.8M	SF	WD	—	5.75	—	—	2.5	[1]	1	1	3600
[1] Flush and use only Mobilube GX-90.																		
PLYMOUTH																		
P24, P25	53–54	O	1	[1]	2	BT	10M[2]	SF	Hyp	.006–10	3.73	3.9	—	2.75	MP	90	80	20000
P26, P27, P28, P29	55–56	O	1	[1]	2	BT	20M[2]	SF	Hyp	.006–10	3.73	3.9	3.54	2.75	MP	90	80	20000
P30, P31	57	O	1	[1]	2	[3]	20M[2, 4]	SF	Hyp	.006–10	3.73[5]	3.9	3.54	[6] 2.75[7]	MP	90	80	20000
LP1, MP1	58–59	O	1	Own	2	[3]	[8]	SF	Hyp	.006–8	3.73	3.9	3.54	2.75	MP	90	80	20000
LP2, MP2	58–59	O	1	Own	2	[3]	[8]	SF	Hyp	.006–8	3.54	3.9	3.31[9]	3	MP	90	80	20000
[1] Cross type, Spicer; ball and trunnion, Detroit Universal. [2] Heavy fibre U-joint grease. [3] Front, ball and trunnion; rear, cross and yoke. [4] Cross type—do not lubricate. [5] P31, 3.54. [6] P31 with torqueflite, 3.36. [7] P31, 3. [8] Every 20000 miles disassemble, clean and repack with fibrous U-joint grease. [9] Power Flite; Torque Flite, 3.15.																		
PONTIAC																		
20, 22	53–54	TT	1	—	1	CY	—	SF	Hyp	.005–8	3.70	—	3.55	3	HP	80	80	[2]
25 (6 Cyl.)	53–54	O	1	—	2	CY	WB–25M	SF	Hyp	.003–12	4.1	—	3.08	3	HP	80	80	[2]
27, 28 (8 Cyl.)	53–54	O	1	—	2	CY	WB–25M	SF	Hyp	.003–12	3.90	—	3.08[1]	3	HP	80	80	[2]
20, 22	55–56	O	1	Own	2	CY	WB–25M	SF	Hyp	.005–8	3.70	4.11	3.55	3	HP	80	80	[2]
27, 28	55–56	O	1	—	2	CY	WB–25M	SF	Hyp	.003–12	3.64	—	3.08[1]	3	HP	80	80	[2]
20, 22	57	O	1	Own	2	CY	WB–25M	SF	Hyp	.005–8	3.55	—	3.36	3	HP	80[3]	80	[2]
27, 28	57	O	1	—	2	CY	WB–25M	SF	Hyp	.003–12	3.42	—	3.23	3	HP	80[3]	80	[2]
7000 (6 Cyl. and 283 V8)	58–59	O	2	Own	3	CY	WB–25M	SF	Hyp	.005–8	3.55	—	3.36	3.25	HP	80[3]	80	[2]
7000 (348 V8)	58–59	O	2	Own	3	CY	WB–25M	SF	Hyp	.005–8	3.36	—	3.08	3.25	HP	80[3]	80	[2]
25, 27, 28	58	O	2	—	3	CY	WB–25M	SF	Hyp	.005–9	3.42	—	3.23	3	HP	80[3]	80	[2]
21, 24, 27, 28 (389 V8)	59	O	2	—	3	CY	WB–25M	SF	Hyp	.005–9	3.23	—	3.08	4.5	HP	80[3]	80	[2]
[1] 28, 3.23. [2] Drain and refill at overhaul only. [3] For Safe-T-Track differential use GM lubricant No. 5786991.																		

PORSCHE																			
1600, 1600S	59	—	—	—	—	—	—	SA[1]	Hyp	—	4.428[2]	—	—	[3]	GL	90	80	[3]
[1] In unit with transmission. [2] Optional ratios, 4.857, 5.167. [3] Lubrication in common with trans., total capacity 4.5 pints.																			
RAMBLER																			
American	58–59	O	1	ME	2	CY	—	SF	Hyp	—	3.31[1]	3.78[1]	3.31	3	MP	90	90[2]	[3]	
6 Cyl. 10 Series	58–59	TT	1	ME	1	CY	—	SF	Hyp	—	3.78	4.11[1]	3.31[1]	3	MP	90	90[2]	[3]	
Rebel V8 20 series	58–59	TT	1	ME	1	CY	—	SF	Hyp	—	4.1[1]	4.1[1]	3.15[1]	4	MP	90	90[2]	[3]	
Ambassador V8 80 series	58–59	TT	1	ME	1	CY	—	SF	Hyp	—	3.54[1]	3.54[1]	3.15[1]	4	MP	90	90[2]	[3]	
[1] Optional ratios also used. [2] In extreme cold, 80. [3] Drain & refill at overhaul only.																			
RENAULT																			
Dauphine	57–59	[1]	—	Ren	2	CY	—	SA	Sp	.004–8	4.37	—	—	[2]	EP	80	80	6000	
[1] Not used, rear engine–rear drive. [2] Lubrication in common with transmission; total capacity 1.5 pints.																			
RILEY																			
One-Point-Five	58–59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	3.73	—	—	1.75	MP	90	90	6000	
4-68	59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.1	2.87	4.1	3.75	MP	90	90	6000	
2.6	59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.3	—	—	2	MP	90	90	6000	
ROVER																			
All	53–59	O	2	HS	3	CY	—	SF	Hyp	.007	4.3[1]	4.3[2]	4.7	3	HP	80	80	9000	
[1] 3.9 optional on 90 models. [2] 75 models, 4.7.																			
SIMCA																			
Aronde	58–59	O	1	—	2	CY[1]	[2]	SF	Hyp	.008–12	4.44	—	—	1.7	MP	90	90[3]	20000	
Vedette	59	O	1	—	2	CY	CL–1M	SF	Hyp	.005–7	3.9	—	—	2.12	EP	90	80	7450	
[1] Rear only, elastic coupling at front. [2] Lubricate front joint with CL every 1000 miles; repack rear with U-joint lubricant every 12,000 miles. [3] SAE 80 from +20 deg. F. to –20 deg. F.																			
SINGER																			
Gazelle Series III	59	O	1	HS	2	CY	HP140–1M	SF	Hyp	.005–9	4.778	4.778	—	1.75	HP	140	90	6000	
SKODA																			
All	59	O	1	—	2	CY	30M[1]	[2]	Sp	.00984	4.78	—	—	2.46	EP	140	90	3000	
[1] Disassemble and lubricate joints. Grease slip spline at 7500 mile intervals. [2] Fixed axle centre housing with swinging half axles.																			
STANDARD																			
8, 10 hp	54–57	O	1	HS	2	CY	140–5M	SF	Hyp	.004	4.55	—	—	1.5	HP	90	80	6000	
Vanguard	53–55	O	1	HS	2	CY	140–6M	SF	Hyp	.004–6	4.625	—	—	1.5	HP	90	80	6000	
Vanguard, Ensign	56–59	O	1	HS	2	CY	140–6M	SF	Hyp	.004–6	4.3	3.53	4.3	1.5	HP	90	80	6000	
STUDEBAKER																			
Champion	53–54	O	2	Spi	3	CY	CL–1M	SF	Hyp	.003–6	4.10	4.56	4.10	2.08	HP	90	90[1]	10000[2]	
Commander	53–54	O	2	Spi	3	CY	CL–1M	SF	Hyp	.003–6	4.09	4.55	3.54	2.50	HP	90	90[1]	10000[2]	
Champion	55–57	O	2	Spi	3	CY	CL–1M	SF	Hyp	.003–6	4.10	4.56	3.54	2.08	HP	90	90[1]	10000[2]	
Commander 16G8	55	O	2	Spi	3	CY	CL–1M	SF	Hyp	.003–6	4.10	4.27	3.54	2.08	HP	90	90[1]	10000[2]	
President 6H	55	O	2	Spi	3	CY	CL–1M	SF	Hyp	.003–6	3.92	4.27	3.54	2.50	HP	90	90[1]	10000[2]	
Commander 56B, 57B	56–57	O	2	Spi	3	CY	CL–1M	SF	Hyp	.003–6	3.54	3.92	3.31	2.50	HP	90	90[1]	10000[2]	
President 56H, 57H	56–57	O	2	Spi	3	CY	CL–1M	SF	Hyp	.003–6	3.54	4.09	3.31	2.50	HP	90	90	10000[2]	
Golden Hawk 56J	56	O	2	Spi	3	CY	CL–1M	SF	Hyp	.003–6	—	3.92	3.07	2.50	HP	90	90	10000[2]	
Scotsman, Champion, S'Hawk	58	O	1	Spi	2	CY	[3]	SF	Hyp	.003–6	3.54[4]	3.54[5]	3.54	2.08	MP	90	90	10000[10]	
Commander, President	58	O	1	Spi	2	CY	[3]	SF	Hyp	.003–6	3.54	3.73[6]	3.31	2.50	MP	90	90	10000[10]	
Lark, Silver Hawk 6 Cyl.	59	O	1	Spi	2	CY	[3]	SF	Hyp	.003–6	3.54[7]	3.73	3.54	2.08	MP	90	90	10000[10]	
Lark, Silver Hawk 8 Cyl.	59	O	1	Spi	2	CY	[3]	SF	Hyp	.003–6	3.31[8]	3.54;	3.31	2.08	MP	90	90	10000[10]	
[1] Below –10 deg. F. MP. 80. [2] Repack rear wheel bearings at 25,000 mile intervals with WB grease (remove plugs and fit lube nipples). [3] Disassemble, clean & repack with U-joint grease at 20,000 mile intervals. [4] Scotsman; others 4.10. [5] Scotsman; others 4.56. [6] Commander; President 3.92, Golden Hawk 4.09. [7] Silver Hawk 4.10. [8] Silver Hawk 3.54. ; Silver Hawk 3.73. [10] Repack rear wheel bearings every 25,0000 miles (remove axle shafts).																			
TRIUMPH																			
Mayflower	53–54	O	1	HS	2	CY	—	SF	Hyp	.004–6	5.125	—	—	1.5	HP	90	80	6000	
TR2, TR3	54–59	O	1	HS	2	CY	140–6M	SF	Hyp	.004–6	3.7	3.03	—	1.5	HP	90	80	6000	
Sedan, Est. Wagon, Pennant	58–59	O	1	HS	2	CY	140–5M	SF	Hyp	.004	4.55	—	—	1.5	HP	90	80	6000	

O—Open. TT—Torque tube. HS—Hardy Spicer. Sag—Saginaw. Spi—Spicer. ME—Mechanics. CY—Cross & yoke. BT—Ball & trunnion. CL—Chassis lubricant. WB—Wheel bearing grease. Sp—Spiral bevel. Hyp—Hypoid. HP—Hypoid gear lube. MP—Multi-purpose gear lube. GL—Straight mineral oil. SF—Semi-floating.

DRIVELINE AND REAR AXLE

MAKE & MODEL	YEAR	PROPELLER SHAFT						REAR AXLE										
				Universal Joints							Standard Ratios (To-1)			Lubricant				
		Type	No. of Sections	Make	No.	Type	Lubrication	Type	Gearing	Backlash (Ins.)	Conventional	Overdrive	Automatic	Cap. (Pts.)	Type	Grade Summer	Grade Winter	Change Interval
VAUXHALL																		
Wyvern	53–56	O	1	HS	2	CY	CL	SF	Hyp	.0055–85	4.625	—	—	2.5	HP	80	80	
Velox	53–57	O	1	HS	2	CY	CL	SF	Hyp	.0055–85	4.125	—	—	2.5	HP	80	80	1
Velox, Cresta	58–59	O	1	HS	2	CY	CL	SF	Hyp	—	4.111	—	—	3.5	HP	80	80	1
Victor	57–59	O	1	HS	2	CY	CL	SF	Hyp	—	4.125[2]	—	—	2.5	HP	80	80	
[1] Drain and refill at overhaul only. [2] Stat. wagon 4.625.																		
VOLKSWAGEN																		
All	53–59	—	—	—	—	—	—	SA	SpB	[1]	4.43[2]	—	—	[3]	GL[4]	90	80	15000
[1] Etched on matched gear sets. [2] Or 4.37. [3] Lubrication in common with transmission; total cap. 3.5 pints. [4] Hypoid lubricants not necessary.																		
VOLVO																		
PV444, PV544, 122S	58–59	O	2	HS	3	CY	CL–3M	SF	Hyp	.004–8	4.56	—	—	2.25	HP	80	80	12000[1]
Clean and repack rear wheel bearings with WB grease every 25,000 miles.																		
WILLYS (Passenger)																		
675, 685	53–54	O	1	UP	2	BT	[1]	SF	Hyp	.004–8	4.1	4.56	—	2	GL4	90	90	10000
6-226	54–55	O	1	Spi	2	CY	[2]	SF	Hyp	.004–8	3.54	4.10	3.31	2	GL4	90	90	10000
[1] Repack 20,000 mile intervals. [2] Fitting—every 1000 miles.																		
WOLSELEY																		
6/90 Series I, II	55–59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.1	2.87	4.1	3.75	MP	90	90	6000
15/60	59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.55	—	—	2.75	MP	90	90	6000

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United Auto Parts Limited

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Maritime Accessories Limited
Emerson & Fisher Ltd.

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James & Carter Limited
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180CRR

FRAME & BODY NEWS

FRAME John BEAN SERVICE

These New Tools Revolutionize Frame and Body Correction

Make all types of pulls in every direction at the same time

Already widely acclaimed as the greatest advancement in frame and body correction, these new John Bean tools offer versatility and convenience that body repairmen have wanted for years. Now, for the first time, a choice of three methods of applying power to the frame permits all types of frame setups to be made simultaneously without one setup interfering with another! (See photos at right.) Only with these new tools can the operator efficiently combine the various sag, sway, twist, stretch, and diagonal setups for diamonds into a single operation. What's more, corrections are made in much less space because wheels can remain on the turntables, permitting body-stretch setups of 25 feet to be made on a rack only 17 (not 20) feet long! Other body corrections can be made at any angle, not just straight ahead or across. For roof pulls or for working commercial bodies, uprights can be extended to a full 75 inches. With these and many other sweeping improvements, John Bean now offers faster, easier corrections of all kinds with modern alloy steel tools that are far lighter and stronger than those required by the antiquated power setups of other equipment.

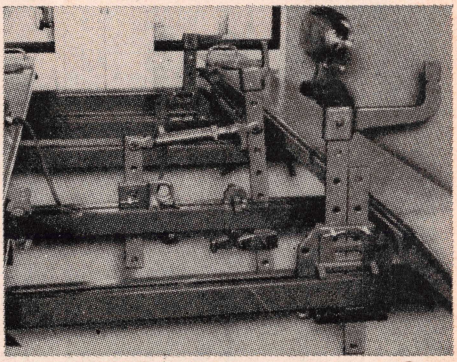
Many features make new equipment the safest ever devised

All tool bars, jacks, tie-downs, connectors, and clamps are positively locked in place with heavy-duty pins to give full safety protection even if frame or body connection should fail. Jack locks are equipped with an exclusive, serrated gripping bar that has twice the holding power of other makes. Add to this the extra advantage of remote-controlled jacks, and you have the safest equipment ever devised.

Unique design permits separate use as portable body press!

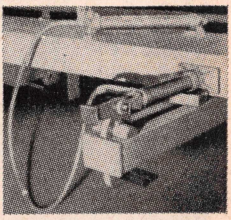
Besides doing all and more than is claimed of other so-called "modern" equipment, John Bean offers this outstanding advantage that is truly an industry exclusive. Whether you use John Bean tools on a John Bean rack or on another type of rack, you can remove one beam from the aligner, set it on roller bases which are furnished, and use it as a separate and complete portable body press capable of performing all body alignment operations as well as most minor frame jobs!

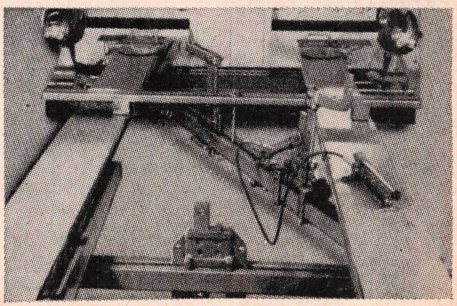
JOHN BEAN TRAINING PROGRAM — Modern facilities of the John Bean training school are available year around for training in all types of collision repair work. Likewise on-the-job training in your own shop.



ROCKER BAR SETUP — Fastest, most versatile power setup ever devised. Ideal where maximum jack power is not needed. Low pivot point multiplies jack travel for extra travel at frame.

SLIDING BEAM SETUP
Where long power movement is required. Jack is laterally mounted to provide power motion for the sliding beam. Carriage is locked in place to provide push or pull from either side of rack. Travel is unlimited throughout the length of the beam.





ROLLER CARRIAGE SETUP — Friction-free power units apply full jack pressure directly to frame, permit setup in any direction on one beam for diamond or diagonal correction.

STEERING & FRONT SUSPENSION

MAKE & MODEL	YEAR	STEERING								FRONT END ASSEMBLY						
		Manual				Power										
		Make	Type	Gear Ratio	Gear Lube. Type & Grade	Make	Type	Gear Ratio		Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
										*Outside wheel angle with inside wheel at 20 degrees.						
AUSTIN																
A30, A35, A40 Farina	53–59	CG	CL	12	HP90	—	—	—		Co	3	1P	.062/.125	6.5	—	Arm–AT
A40 Somerset	53–54	CG	CL	14	EP140	—	—	—		Co	2.25	1P	.062/.125	6.5	—	Arm–AT
A70 Hereford	53–54	Bur	CL	15.3	HP90	—	—	—		Co	1.25	1P	.062/.125	6.5	—	Arm–AT
Austin-Healey 100	54–56	Bur	CL	12.6	EP140	—	—	—		Co	1.75	1P	.062/.125	6.5	—	Arm–AT
A50, A55 Cambridge	55–59	CG	CL	15	HP90	—	—	—		Co	1.5	.5P	0/.125[1]	7	—	Arm–AT
A90, A95 Westminster	55–59	Bur	CL	16	HP90	—	—	—		Co	1.75	1P	0/.125	6.5	—	Arm–AT
Austin-Healey 100-Six	57–59	Bur	CL	14	HP90	—	—	—		Co	1.75	1P	.962/.125	6.5	—	Arm–AT
Austin-Healey Sprite	58–59	CG	RP	—	HP90	—	—	—		Co	3	1P	.062/.125	6.5	—	Arm–AT
A55 Cambridge II	59	CG	CP	15	HP90	—	—	—		Co	3	.75P	0	6.5	—	Arm–AT
	[1] A55, .0625/.125.															
BORGWARD																
All	56–59	ZF	WP	14.27[1]	MP90	—	—	—		Co	3.5	0–1	.0	6.25	—	Boge–Dir
	[1] L542 type shown. ZF Gemmer GA15 also used, 15.43:1 ratio.															
BUICK																
All	53	Sag	RB	23.6	MP	Sag	Int	21.3		Co	.75P/.5N	.875P/.625N	.062/.125	4.25	—	Delco–Dir
All	54–55	Sag	RB	23.6	MP	Sag	Int	21.3		Co	.5P/.75N	.875P/.625N	0/.062	0	—	Delco–Dir
All	56	Sag	RB	25.8	MP	Sag	Int	17.5		Co	0/2.0N	.875P/.625N	.062/.125	7	—	Delco–Dir
All	57	Sag	RB	23.6	MP	Sag	Int	17.5		Co	.25N/2.75N	1P/.5N	.062/.125	8	—	Delco–Dir
All	58	Sag	RB	23.6	MP	Sag	Int	17.5		Co	.75P/1.75N	1P/.5N	.062/.125	7	—	Delco–Dir
All	59	Sag	RB	23.6	MP	Sag	Int	17.5		Co	2N±.75[1]	1P/.5N	.062/.156	7[2]	18	Delco–Dir
	[1] Power steering, .5N±1.0. [2] @ .823° camber.															
CADILLAC																
62, 60S, 75, 86	53	Sag	RB	21.3	MP	Sag	Int	21.3		Co	.5N/.5P	.375N/.375P	.062/.125	5.75	—	Delco–Dir
62, 60S, 75, 86	54–55	—	—	—	—	Sag	Int	19.2		Co	0/1N	.375N/.375P	.187/.25	5.75	—	Delco–Dir
62, 60S, 75, 86	56	—	—	—	—	Sag	Int	17.5		Co	0/1N	.375N/.375P	.156/.218	5.75	—	Delco–Dir
60, 60S, 62, 63, 64, 75, 86	57–59	—	—	—	—	Sag	Int	17.5		Co	0/1N	.375N/.375P	.187/.25[1]	4	—	Delco–Dir
67, 68	59	—	—	—	—	Sag	Int	17.5		Co	.75N/1.75N	.375N/.375P	.187/.25[1]	4	—	Delco–Dir
	[1] Air suspension models, .062±.031.															
CHEVROLET																
All	53–54	Sag	WS	19.4	MP	Sag	Li	21.3		Co	.5P±.5	.5P±.5	.25±.0625[1]	4±.5	—	Delco–Dir
All	55	Sag	RB	20	MP	Sag	Li	20		Co	0±.5	.5P±.5	.25/.1875	4±.5	—	Delco–Dir
All	56	Sag	RB	20	MP	Sag	Li	20		Co	.5P/1.5P	0/1P	.25/.1875	4±.5	18.2	Delco–Dir
Corvette	56–57	Sag	WS	16	MP	—	—	—		Co	0/1N	0/1N	0/.125	4±.5	—	Delco–Dir
All	57	Sag	RB	20	MP	Sag	Li	20		Co	.5P/1.5P	0/1N	.125/.25	3/4	18.2	Delco–Dir
All Std. suspension	58	Sag	RB	20	MP	Sag	Li	20		Co	0±.5	.5P±.5	.125/.25	7.25±.5	18.5	Delco–Dir
All Air suspension	58	Sag	RB	20	MP	Sag	Li	20		Co	0±.5	.5P±.5	0/.0625	4.5[2]	—	Delco–Dir
Corvette	58	Sag	RB	21	MP	—	—	—		Co	2.25P	0/1N	0/.125	4±.5	—	Delco–Dir
All Std. suspension	59	Sag	RB	24	MP	Sag	Li	20		Co	0±.5	.5P±.5	.125/.25	7.25±.5	18	Delco–Dir
All Air suspension	59	Sag	RB	24	MP	Sag	Li	20		Co	1.5P±.5	.5P±.5	0/.125	7.25±.5	18	Delco–Dir
Corvette	59	Sag	WS	16	MP	—	—	—		Co	2.25P±.5	.5P±.5	.125	4±.5	17	Delco–Dir
	[1] '53; '54, .125. [2] @ 5° camber.															
CHRYSLER																
All	53–54	Gem	WR	20.4	MP90[1]	Gem	Int	16.2		Co	1N/3N[2]	0±.38[3]	0/.06[4]	5/6.5	18.25	Own–Dir
C67, C68	55	Gem	WR	20.4	MP90[1]	Own	Int	16.2		Co	2N/0[5]	.25±.38	0/.06[4]	5.5	—	Own–Dir

C69, C70, C73	55–56	—	—	—	—	Own	Int	16.2	Co	2N/0[6]	.25± .38	0/.06[4]	5.5[7]	—	Own–Dir
C71, C72	56	Gem	WR	20.4	MP90[1]	Own	Int	16.2	Co	2N/0[5]	.25± .38[8]	.125	5.5	—	Own–Dir
C75	57	Gem	WR	20.4	MP90[1]	Own	Int	16.2	TB	.75N± .75[9]	0± .5[10]	.125	6	—	Own–Dir
C76, IM	57	—	—	—	—	Own	Int	16.2	TB	.75P± .75	0± .5[10]	.125	6	—	Own–Dir
LC2, MC1, MC2	58–59	Own	WR	20.4	MP90[1]	Own	Int	15.7	TB	.75N± .75[10]	.25P± .25[10]	.094/.156[11]	6.75± 1	18.4[12]	Own–Dir
L3, MC3	58–59	—	—	—	—	Own	Int	15.7	TB	.75P± .75	.25P± .25[10]	.094/.156[11]	6.75± 1	18.4	Own–Dir

[1] Above–10° F.; below, MP80; below –30° F.; MP75. [2] 2N° preferred. [3] Left side to be .25/.5° higher within these limits. [4] 0° preferred. [5] 2N° preferred (std. steering); 0° preferred (power steering). [6] 0/.75N° preferred left side; 0° preferred right side. [7] C70, 7°. [8] 5P° preferred left side; 0° preferred right side. [9] Power steering, .75± .75. [10] Left side (.375P preferred); right side, 0± .25 (0° preferred). [11] .125 preferred. [12] MC1, 18.8.

DE SOTO

S16, S18, S19, S20	53–54	Gem	WR	20.4	MP90[1]	Gem	Int	16.2	Co	1N/3N[2]	.38N/.38P[3]	0/.06[4]	5/6.5	18.25	Own–Dir
S21, S22, S23, S24	55–56	Gem	WR	20.4	MP90[1]	Own	Int	16.2	Co	2N/0[5]	.25P± .38[6]	0/.06[4]	5.5	—	Own–Dir
S25, S26	57	Gem	WR	20.4	MP90[1]	Own	Int	16.2	TB	.75N± .75[7]	0± .5[8]	.125± .03	6.5	—	Own–Dir
LS2, LS3, MS2, MS3	58–59	Gem	WR	20.4	MP90[1]	Own	Int	15.7	TB	.75N± .75[7]	.25P± .25[9]	.125± .03	6.5	18.4	Own–Dir

[1] Above –10° F.; below, MP80; below 30° F., MP75. [2] 2N° preferred. [3] Left side to be .25/.5° higher within these limits. [4] 0° preferred (.125 on S23, S24). [5] Std. steering, 2N° preferred; power steering, 0° preferred. [6] Left side, .5P preferred; right side, 0° preferred. [7] Std. steering; power steering, .75± .75. [8] Left side, .375 preferred; right side, 0± .25, 0° preferred. [9] Left side, .375P° preferred; right side, 0± .25, 0° preferred.

DKW

3=6 F93, F94	56–59	AU	RP	16.7	CL	—	—	—	LS	—	2.17± .5	0/.079	7.66	—	FS–Dir[1]
3=6 1000	58–59	AU	RP	19.1	CL	—	—	—	LS	.3	1.5± .33	0–.079	—	—	FS–Dir[1]

[1] Or Boge.

DODGE

D43, D44, D50	53–54	Gem	WR	18.2	MP90[1]	Gem	Int	—	Co	1N/1P[2]	.38N/.38P[3]	0/.03[2]	5/6.5	18.25	Own–Dir
D49	54	Gem	WR	18.2	MP90[1]	Gem	Int	18.2	Co	1N/1P[2]	.38N/.38P[3]	0/.03[2]	5/6.5	18.25	Own–Dir
D54, D55, D59	55	Gem	WR	18.2	MP90[1]	Own	Int	16.3	Co	2N/0[4]	.25P± .38[5]	0/.06[2]	5.5	—	Own–Dir
D60, D61, D63	56	Own	WR	18.2	MP90[1]	Own	Int	16.3	Co	2N/0[6]	.25P± .38[5]	.125	5.5	—	Own–Dir
D64, D65, D67	57	Own	WR	18.2	MP90[1]	Own	Int	16.3	TB	.75N± .75[7]	0± .25[8]	.125± .03[9]	6.5	—	Own–Dir
LE1, LE2, LD3, ME1, ME2, MD3	58–59	Own	WR	18.2[10]	MP90[1]	Own	Int	15.7	TB	.75N± .75[7]	0± .25[8]	.125± .03[9]	5.75/7.25	18.8	Own–Dir

[1] Above –10° F.; below, MP80; below –30° F., MP75. [2] 0 preferred. [3] Left side to be .25/.5° greater than right. [4] Right side, 0 preferred; left side, 0/.75N preferred. [5] Left side, .5P preferred; right side, 0 preferred. [6] Std. steering, 2N° preferred; power steering, 0° (right, .75N° (left). [7] Std. steering; power steering, .75± .75. [8] Right side (0° preferred); left side, 0°± .5° (.38P° preferred.) [9] .125 preferred. [10] MD3, 20.4.

EDSEL

Corsair, Citation	58	Ford	RB	23.6	[1]	Ford	Li	17	Co	0/1.5N	0/.75P	.062/.187	—	—	Dir
Ranger, Pacer, S/Wagons	58	Ford	RB	23.6	[1]	Ford	Li	17	Co	.5P/1.5P	.5P/1.5P	.031/.215	—	—	Dir
All	59	Ford	RB	23.6	[1]	Ford	Li	20	Co	0/1P	.5/1.5P	.062/.125	—	—	Dir

[1] Ford lubricant, M-4738.

FIAT

600	59	Fiat	WS	13	GL90	—	—	—	LS	8/10	.7/1.3	.062/.078[1]	5	—	RIV–Dir
600 Multipla	59	Fiat	WR	16.4	GL90	—	—	—	Co	5.5/6.5	.2/.8	0/.031	7	—	RIV–Dir
1100, 1100/F, 1200	59	Fiat	WR	16.4	GL90	—	—	—	Co	1.7/2.3	.2/.8	.078/.156	7	—	RIV–Dir
1100/T	59	Fiat	WR	16.4	GL90	—	—	—	Co	2.5± .3	.8± .3	.078/.156	6.6	—	RIV–Dir

[1] Toe-out.

FORD

All passenger cars	53–54	—	WR	—	EP90	—	—	—	Co	1N/.5P	0/1P	.062/.375	4.75/.575	—	Dir
Country Squire	54	—	WR	—	EP90	—	—	—	Co	0/1P	.25P/1.25P	.062/.125	6/7	—	Dir
All	55	—	WR	—	EP90	—	—	—	Co	.5P/1.5P	.25P/1.25P[1]	.062/.125	—	—	Dir
All	56	—	WR	—	EP90	—	—	—	Co	.5P/1.5P	.25P/1.25P	.062/.125	—	—	Dir
Thunderbird	56–57	—	WR	—	EP90	—	Li	—	Co	.05P/1.5P	.5P/1.5P	.062/.125	—	—	Dir
All	57	—	WR	—	EP90	—	Li	—	Co	.5P/1.5P	.5P/1.5P	.062/.125	—	—	Dir
All	58	Ford	RB	20	[2]	Ben	Li	20	Co	0/1P	.5P/1.5P	.062/.125	7.1	—	Ford–Dir[3]
Thunderbird	58	—	RB	20	[2]	Ben	Li	20	Co	.5P/1.5P	.5P/1.5P	.062/.125	—	17.12	Gab–Dir
All	59	Ford	RB	20	[2]	Ben	Li	20	Co	0/1P	.5P/1.5P	.062/1.25	—	—	Ford–Dir[3]

[1] Thunderbird, .125P/1.125P. [2] Ford lubricant, M-4738. [3] Or Monroe or Gabriel.

Arm—Armstrong. AT—Arm type. AU—Auto Union. Ben—Bendix. Bur—Burman. BD—Burman-Douglas. CG—Cam Gears. CL—Cam and lever (or chassis lube, where applicable). Co—Coil springs. CP—Cam and peg. CR—Cam and Roller. DB—Daimler-Benz. Dir—Direct acting. FS—Fichtel & Sachs. Gab—Gabriel. Gem—Gemmer. Gir—Girling. Int—Integral. Li—Linkage. LS—Leaf springs. Mon—Monroe. New—Newton. TB—Recirculating ball. RP—Rack and pinion. Sag—Saginaw. Stab—Stabilus. TB—Torsion bars. WG—Warner Gear. WN—Worm and nut. WP—Worm and peg. WR—Worm and roller. WS—Worm and sector.

STEERING & FRONT SUSPENSION

MAKE & MODEL	YEAR	STEERING							FRONT END ASSEMBLY						
		Manual				Power									
		Make	Type	Gear Ratio	Gear Lube. Type & Grade	Make	Type	Gear Ratio	Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
*Outside wheel angle with inside wheel at 20 degrees.															
FORD (British)															
All L-head	54–59	—	WP	11.5	HP140[1]	—	—	—	Co	2.25/3.75	.75/2.25	.062/.125	3.5/5	—	Dir[2]
Consul, Zephyr, Zodiac	53–55	—	WP	13.6	HF80	—	—	—	Co	.5/.5	.5/2	.062/.125	2.75/4	—	Dir[3]
Consul, Zephyr, Zodiac	56–59	—	WP	16.8	HF90	—	—	—	Co	0/1.25	.5/2.25	.062/.125	3.5/4.5	—	Dir[3]
[1] Steering boxes with yellow paint on cover; others, 90. [2] Arm type at rear on station wagons. [3] Arm type at rear.															
FORD (German)															
Taunus 12M	59	—	WR	13.6	HP90	—	—	—	Co	.75/2.25	0/1	.098/.138	4.17/5.17	—	Dir
Taunus 17M	59	—	WR	15.8	HP90	—	—	—	Co	.33± .33	1.33± .5	.079/.118	6.11	—	Dir
HILLMAN															
Mk VI, VII, VIII	53–56	Bur	WP	13.6	HP140	—	—	—	Co	3.75	.75± .25	.125	8.25	—	Arm–AT
Series I	57	Bur	WN	15.7	HP140	—	—	—	Co	3.5± .5	.75± .25	.187	5.25± .25	—	Gir–Dir
Series II	58	Bur	WN[1]	15.7[1]	HP140	—	—	—	Co	3.5± .5[2]	.75± .25	.187	5.25± .25	—	Gir–Dir[3]
Series III	59	Bur	RB	14.5	HP140	—	—	—	Co	1.75± .5	.75± .25	.187	5.25± .25	—	Gir–Dir[3]
[1] Or recirculating ball, 14.5:1. [2] Or 1.75± .5. [3] Or Woodhead–Monroe.															
HUDSON (For Rambler see Nash and Rambler)															
Jet	53–54	—	WR	18.2	EP90	—	—	—	Co	0± .5	.25P/1.25P	0/.062	4	—	Dir
Wasp, Super Wasp	53–54	—	WR	18.2	EP90	—	Li	18.2	Co	.5/1.5	.5/1.5	0/.062	3.5	—	Dir
Hornet	53–54	—	WR	20.4	EP90	—	Li	20.4	Co	.5/1.5	.5/1.5	0/.062	3.5	—	Dir
Wasp	55–56	—	WR	—	EP90	—	Li	—	Co	0/.5[1]	.25N/.25P[2]	.062/.187	3.5	—	Dir
Hornet	55–57	—	WR	—	EP90	—	Li	—	Co	0/.5[1]	.25N/.25P[2]	.062/.187	3.5[3]	—	Dir
[1] Std. steering (.5° preferred); power steering, .5/1P, 1° preferred. [2] 0 preferred. [3] 1957, 6.5°.															
HUMBER															
Super Snipe	59	Bur	RB	17.5	HP140[1]	—	Li	17.5	Co	.5N	.75± .25	.125	8.25± .25	—	Arm–Dir
[1] Below 10° F., HP90.															
IMPERIAL															
LY1, MY1	58–59	—	—	—	—	Own	Int	15.7	TB	.75± .75	0± .25[1]	.094/.156[2]	5.75/7.25	18.4	Own–Dir
[1] Right (0 preferred); left, .25± .25 (.375 preferred). [2] .125 preferred.															
JAGUAR															
XK120	53–55	Bur	RB	—	MP140	—	—	—	TB	3	1.75/2	.125/.187	5	—	New–Dir[1]
Mk VII, VIII, IX	53–59	Bur	RB	—	MP140	Bur	Li	—	TB	0/.25	1/1.25	.125	8	—	Gir–Dir[2]
XK140, XK150	55–59	Bur	RP	—	CL	—	—	—	TB	1.5/2	.5/1	.125	5	—	Gir–Dir
2.4, 3.4	56–59	Bur	RB	—	MP140	—	—	—	Co	.5/1	.5/1	.0625	6.75	—	Gir–Dir
[1] Front; rear, Gir–AT. [2] Mk VII, arm type.															
LAND ROVER															
Series I (four-wheel drive)	53–58	Bur	WN	15	GL140[1]	—	—	—	LS	3	1.5	.047/.094	7	—	Dir
Series II (four-wheel drive)	58–59	Bur	RB	15.6	GL140[1]	—	—	—	LS	3	1.5	.047/.094	7	—	Dir
[1] Above 32° F.; 0°–32°F., 90; below 0°F., 80.															
LINCOLN															
All	53	—	WR	—	EP90	—	—	—	Co	0/1.5P	0/.75P	.094/.156	7	—	Dir
All	54	—	WR	20.4	EP90	—	Int	19.8	Co	0/1.5N	0/.75P	.094/.156	7	—	Dir
Continental Mk II	55	—	—	—	—	—	Int	17.5	Co	1P± .25	.75P± .25	.094/.156	7	—	Dir
All	56	—	—	—	—	—	Int	17.5	Co	0/1.5N	0/.75P	.031/.094	7	—	Dir

Continental 60A	56–57	—	—	—	—	—	—	—	Co	.75P/1.25P	0/.75P	.094/.156	7.2		—	Dir
All	57	—	—	—	—	—	—	—	Co	0/.5N	0/.75P	.031/.156	7.2		—	Dir
All	58	—	—	—	—	Sag	Int	17.5	Co	0/1.5N	0/.75P	.125/.187	7.5	17.3		Gab–Dir
All	59	—	—	—	—	—	Int	17	Co	0/1.5N	0/.75P	.125/.187	7.5	17.3		Gab–Dir[1]

[1] Or Monroe.

MERCEDES-BENZ

190	59	DB	RB	—	[1]	—	—	—	Co	2.8/4	0/1	.08	5.3/5.6	17.5		Stab–Dir
220S, 220SE	59	DB	RB	23.4	HP90	—	—	—	Co	4± .5[2]	.5± .25[2]	.08[2]	5		—	Dir
300 Automatic	59	DB	RB	—	HP90	—	—	—	Co	2/3	.5/.75	.08	2.25/2.5		—	FS–Dir
300SL	59	DB[3]	RB	—	HP90	—	—	—	Co	6	.5/.75[2]	.08/.156	2		—	FS–Dir

[1] Brake fluid. [2] Laden. [3] or ZF.

MERCURY & MONARCH

All	53	—	WR	—	EP90	—	—	—	Co	0± .5	0/.75P	.094/.156	5		—	Dir
All	54	—	WR	20	EP90	—	Li	—	Co	0/1.5N	0/.75P	.094/.156	7		—	Dir
All	55	—	WR	20	EP90	—	Li	—	Co	0/1.5N	0/.75P	.094/.156		—	—	Dir
All	56	—	WR	20	[4]	—	Li	—	Co	0/1.5N	0/.75P	.094/.156		—	—	Dir
All	57	—	RB	20	[1]	—	Li	20	Co	0/1.5N	0/.75P	.062/.187	7	17.1[2]		Dir
All	58	Ford	RB	23.6	[1]	Ben	Li	20	Co	0/1.5N	0/.75P	.187/.312	7	17.1[2]		Ford–Dir[4]
All	59	Ford	RB	23.6	[1]	Ben	Li	20	Co	0/1.5N	0/.75P	.062/.187	7	17.5[3]		Mon–Dir[4]

[1] Ford lubricant, M-4738. [2] With power steering, 17.3. [3] With power steering, 17.3. [4] Or Gabriel.

METEOR

All	53–54	—	WR	—	EP90	—	—	—	Co	1N/.5P	0/1P	.062/.375	4.75/5.75		—	Dir
All	55	—	WR	—	EP90	—	—	—	Co	.5P/1.5P	2.5P/1.25P	.062/.125	—		—	Dir
All	56	—	WR	—	EP90	—	—	—	Co	.5P/1.5P	.25P/1.25P	.062/.125	—		—	Dir
All	57	—	WR	—	EP90	—	Li	—	Co	.5P/1.5P	.5P/1.5P	.062/.125	—		—	Dir
All	58–59	Ford	RB	20	[1]	Ben	Li	20	Co	0/1P	.5P/1.5P	.062/.125	7.1		—	Ford–Dir[2]

[1] Ford lubricant, M-4738. [2] Or Monroe or Gabriel.

METROPOLITAN

1500	57–59	CG	CL	14.5	—	—	—	—	Co	2.3	.5/1.5	0/.0625	6.5	24		Gir–Dir

MG

TD	53–54	—	RP	—	MP90	—	—	—	Co	2P	0	0	9		—	Gir–AT[1]
TF	54–55	—	RP	—	MP90	—	—	—	Co	2P	1P	0	9		—	Gir–AT[1]
Magnette Series ZA, ZB	55–59	—	RP	—	MP90	—	—	—	Co	3P	1P	0	6		—	Arm–Dir
Series A, Twin Cam	56–59	—	RP	—	MP90	—	—	—	Co	4P	1P	0	9		—	Arm–AT
Magnette Series III	59	—	CL	—	MP90	—	—	—	Co	3P	.75P	0	6.5		—	Arm–AT[2]

[1] Front; rear, Arm–AT. [2] Front; rear, Arm–AT.

MORRIS

Minor Series MM, II, 1000	53–59	—	RP	—	MP90	—	—	—	TB	3P	1P	.094	8.5		—	Arm–AT
Oxford Series MO	53	—	RP	—	MP90	—	—	—	TB	3P	1P	.094	9		—	Arm–AT[1]
Oxford Series II, III, IV	53–59	—	RP	—	MP90	—	—	—	TB	3P	.5P	.094	8.25		—	Arm–Dir
Isis (Six) Series I, II	55–58	CG	CL	16	MP90	—	—	—	TB	3.25P	.5P	.125	8.5		—	Arm–Dir
Oxford Series V	59	—	CL	—	MP90	—	—	—	Co	3	.75P	0/.125	6.5		—	Arm–AT

[1] Or Girling (at front). Rear, Woodhead-Monroe, direct-acting.

NASH (See also Rambler & Metropolitan)

Ambassador	53	—	WR	20	MP90	Mon	Li	20	Co	0/.5P[1]	.25N/.25P[2]	.062/.187	6.5		—	Dir
Statesman	53	—	WR	20	MP90	—	—	—	Co	0/.5P[1]	.25N/.25P[2]	.062/.187	6.5		—	Dir
Rambler	53–54	—	WR	20	MP90	—	—	—	Co	.75P/1.25P[3]	.25P/.75P[1]	.125/.25[4]	8.5		—	Dir
Ambassador	54	—	WR	20	MP90	Mon	Li	20	Co	0/.5P[5]	.25N/.25P[2]	.062/.187	6.5		—	Dir
Statesman	54	—	WR	20	MP90	Mon	Li	20	Co	0/.5P[5]	.25N/.25P[2]	.062/.187	6.5		—	Dir

Arm—Armstrong. AT—Arm type. AU—Auto Union. Ben—Bendix. Bur—Burman. BD—Burman-Douglas. CG—Cam Gears. CL—Cam and lever (or chassis lube, where applicable). Co—Coil springs. CP—Cam and peg. CR—Cam and Roller. DB—Daimler-Benz. Dir—Direct acting. FS—Fichtel & Sachs. Gab—Gabriel. Gem—Gemmer. Gir—Girling. Int—Integral. Li—Linkage. LS—Leaf springs. Mon—Monroe. New—Newton. TB—Recirculating ball. RP—Rack and pinion. Sag—Saginaw. Stab—Stabilus. TB—Torsion bars. WG—Warner Gear. WN—Worm and nut. WP—Worm and peg. WR—Worm and roller. WS—Worm and sector.

STEERING & FRONT SUSPENSION

MAKE & MODEL	YEAR	STEERING							FRONT END ASSEMBLY						
		Manua				Power									
		Make	Type	Gear Ratio	Gear Lube. Type & Grade	Make	Type	Gear Ratio	Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
*Outside wheel angle with inside wheel at 20 degrees.															
NASH—Continued															
Ambassador	55–56	—	WR	—	MP90	Mon	Li	—	Co	0/.5P[5]	.25N/.25P[2]	.062/.187	6.5	—	Dir
Statesman	55–56	—	WR	—	MP90	Mon	Li	—	Co	0/.5P[5]	.25N/.25P[2]	.062/.187	6.5	—	Dir
Rambler	55	—	WR	—	MP90	—	—	—	Co	.75P/1.25P[3]	.25P/.75P[1]	.062/.125	8.5	—	Dir
Rambler	56	—	WR	—	MP90	Mon	Li	—	Co	0/.5P[5]	.25N/.25P[2]	.062/.187	6.5	—	Dir
Ambassador	57	—	WR	—	MP90	Mon	Li	—	Co	0/.5P[5]	.25N/.25P[2]	.062/.187	6.5	—	Dir
[1] .5° preferred. [2] 0 preferred. [3] 1° preferred. [4] .25° preferred. [5] Std. steering (.5° preferred); power steering, .5/1P, 1° preferred.															
OLDSMOBILE															
All	53	Sag	RB	26.7	MP	Sag	Int	26.7	Co	0/.75N	.75N/.75P	.062/.125	5	—	Delco–Dir
All	54–55	Sag	RB	21.3	MP	Sag	Int	21.3	Co	0/.75N	.75N/.75P	.062/.125	5.9	—	Delco–Dir
All	56	Sag	RB	21.3	MP	Sag	Int	19.1	Co	0/.75N	.75N/.75P	.062/.125	5.9	—	Delco–Dir
All	57	Sag	RB	21.3	MP	Sag	Int	19.1	Co	0/.75P	.75N/.75P	.062/.125	6	—	Delco–Dir
All	58	Sag	RB	23.6	MP	Sag	Int	19.1	Co	0/1N	.25N/.5P	0/.062	6	—	Delco–Dir
All	59	Sag	RB	23.6	MP	Sag	Int	17.5	Co	0/1N	.25N/.5P	0/.062	10	17	Delco–Dir
PACKARD															
2601, 2611	53	Own	WR	20.4	MP90	Own	Li	18.6	Co	1N± .5	.25N/.75P[1]	0/.062[1]	5.8	—	Dir
2602, 2631, 2606, 2626	53	Own	WR	22.3	MP90	Own	Li	18.6	Co	1N± .5	.25N/.75P[1]	0/.062[1]	5.8	—	Dir
5400, 5401, 5411	54	Gem	WR	20.03	MP90	Own	Li	18.2	Co	1N± .5	.25N/.75P[1]	0/.062[1]	5.8	—	Dir
5402, 5431, 5406, 5426	54	Gem	WR	22.3	MP90	Own	Li	18.6	Co	1N± .5	.25N/.75P[1]	0/.062[1]	5.8	—	Dir
5540, 5560	55	Gem	WR	22.3	MP90	Ben	Li	18.2	TB[2]	1N± .5	.25N/.75P[1]	0/.062[1]	5.8	—	Dir
5580	55	Gem	WR	22.3	MP90	Ben	Li	18.6	TB	1N± .5	.25N/.75P[1]	0/.062[1]	5.8	—	Dir
5640, 5660, 5680, 5688	56	Gem	WR	22.3	MP90	Ben	Li	16.4	TB[2]	1N± .5	.25N/.75P$_1$	0/.062[1]	5.8	—	Dir
All	57–58	Ross	CL	22[3]	MP90	Sag	Int	20	Co	1N/2.5N	0/1P[4]	.062/.125	6[5]	—	Mon–Dir[6]
[1] 0 preferred. [2] 5540, 5640, coil springs. [3] Straight-ahead ratio. [4] Allow .5° more on driver's side. [5] ±0° camber. [6] Or Gabriel.															
PEUGEOT															
403	59	—	RP	16.5	CL	—	—	—	Ind–LS	2± 1	.2± .75	2± 1[1]	10± .75	17.5	AT
[1] Degrees.															
PLYMOUTH															
P24	53	Gem	WR	18.2	MP90[1]	Gem	Int	—	Co	1N/1P[2]	.38N/.38P[3]	0/.03[2]	5/6.5	18.25	Own–Dir
P25	54	Gem	WR	18.2	MP90[1]	Gem	Int	18.2	Co	1N/1P[2]	.38N/.38P[3]	0/.03[2]	5/6.5	18.25	Own–Dir
P26, P27	55	Gem	WR	18.2	MP90[1]	Own	Int	16.3	Co	2N/0[5]	.25P± .38[6]	0/.06	5.5	—	Own–Dir
P28, P29	56	Own	WR	18.2	MP90[1]	Own	Int	16.3	Co	2N/0[7]	.25± .38[6]	.125	5.5	—	Own–Dir
P30, P31	57	Own	WR	18.2	MP90[1]	Own	Int	16.2	TB	.75N± .75[8]	0± .25[9]	.125± .03[10]	6.5	—	Own–Dir
LP1, LP2, MP1, MP2	58–59	Own	WR	18.2	MP90[1]	Own	Int	15.7	TB	.75N± .75[8]	0± .25[9]	.125± .03[10]	5.75/7.25	18.8	Own–Dir
[1] Above –10 F.; below, MP80; below –30°F., MP75. [2] 0 preferred. [3] Left side to be .25/.5° greater than right. [5] Right side (0 preferred); left side, 0/.75N preferred. [6] Left side, .5P° preferred; right side, 0° preferred. [7] Std. Steering, 2N° preferred; power steering, 0° (right), .75N° (left). [8] Std. Steering; power steering, .75± .75. [9] Right side (0° preferred); left side, 0+.5° (.38P preferred). [10] .125 preferred.															
PONTIAC															
20, 22	53–54	Sag	WS	19.4	MP	Sag	Int	21.3	Co	.5± .5	.5± .5	.25± .062[1]	4± .5	—	Delco–Dir
25, 27	53–54	Sag	WR	25	MP	Sag	Int	21.3[2]	Co	0± .5	.5± .5	0/.062	4.5[3]	18/19	Delco–Dir
20, 22	55	Sag	RB	20	MP	Sag	Li	20	Co	0± .5	.5± .5	.25/.187	4± .5	—	Delco–Dir
27, 28	55–57	Sag	RB	25	MP	Sag	Int	22.5[4]	Co	1N± .5	.5± .5	0/.062	0	18/19	Delco–Dir

20, 22	56–57	Sag	RB	20	MP	Sag	Li	20	Co	.5P/1.5P	0/1P	.125/.25	3/4[5]	18.2	Delco–Dir
7000 Std. suspension	58	Sag	RB	20	MP	Sag	Li	20	Co	0± .5	.5± .5	.125/.25	7.25/.25	18.5	Delco–Dir
7000 Air suspension	58	Sag	RB	20	MP	Sag	Li	20	Co	1.5± .5	.5± .5	0/.125	7.25± .5	18.5	Delco–Dir
25, 27, 28	58	Sag	RB	27	MP	Sag	Int	22	Co	.5N± .5	.5± .5	0/.062	4.9[6]	18/19	Delco–Dir
7000 Std. suspension	59	Sag	RB	24	MP	Sag	Li	20	Co	0± .5	.5± .5	.125/.25	7.25± .5	18	Delco–Dir
7000 Air suspension	59	Sag	RB	24	MP	Sag	Li	20	Co	1.5± .5	.5± .5	0/.125	7.25± .5	18	Delco–Dir
21, 24, 28	59	Sag	RB	29	MP	Sag	Int	22	Co	1.5N± .5	.25± .5	0/.062	4.83	18.7	Delco–Dir

[1] 1954, .125. [2] 1954, 19.1. [3] @ 5° camber. [4] 1955, 19. [5] 1956, 3.5/4.5. [6] @ 0° Camber.

PORSCHE

1600, 1600S	59	ZF	WR	16	HP90	—	—	—	TB	5± .5	.2/1.2	.04/.12	4/.5	—	Boge–Dir[1]

[1] Or Fichtel & Sachs (at front). Rear, Koni–Dir.

RAMBLER

American	58–59	Gem	WR	20.4	—	—	—	—	Co	0/.5[1]	.25N/.25P	.0625–.187	8	17.66	Mon–Dir
6 Cyl. 10 Series	58–59	Sag	RB	20	—	Mon	Li	20	Co	0/.5[1]	.25P/.25N [2]	.0625/.187	6.125	17.33	Mon–Dir
Rebel V8 20 Series	58–59	Sag	RB	24	—	Mon	Li	20	Co	0/.5[1]	.25P/.25N[2]	.0625/.187[3]	6.125	17.3	Mon–Dir
Ambassador V8 80 Series	58–59	Sag	RB	20	—	Mon	Li	20	Co	0/.5[1]	.25P/.25N[2]	.0625/.187[3]	6.125	17.5	Mon–Dir

[1] .5 preferred (with power steering, .5 to 1.0, 1 preferred). [2] 0 preferred. [3] .187 preferred.

RENAULT

Dauphine	57–59	Ren	RP	24.0	CL[1]	—	—	—	Co	10	1.33	.125/.062	10	—	–Dir

[1] Remove spare wheel to reach fitting.

RILEY

One-Point-Five	58–59	—	RP	—	MP90	—	—	—	TB	3	.75	0	9	—	Arm–AT
4-68	59	—	CL	—	MP90	—	—	—	Co	3	.75	0	6.5	—	Arm–AT
2.6	59	—	CL	20	MP90	—	—	—	TB	3	1	0	6	—	Arm–Dir

ROVER

All	53–59	Bur	RB	15.6	GL140[1]	—	—	—	Co	0/2N	1/3	0/.125	2.5/4.5	—	WM–Dir

[1] Above 10° F.; below 10° F., 80.

SIMCA

Aronde	58–59	—	WR	16.2	MP80[3]	—	—	—	Co	2P± .5	1.25± .25	.125[1]	8/9[2]	—	Dir
Vedette	59	—	WR	18.2	HP80[4]	—	—	—	Co	5N± .25	1.25± .25	.08± .04	—	—	Dir

[1] Toe-out. [2] At 0° camber. [3] Or MP90 (above 20° F.; below 20° F., MP75). [4] Winter; summer, HP90.

SINGER

Gazelle Series III	59	Bur	RB	14.5	HP140[1]	—	—	—	Co	1.75± .5	.75± .5	.187	5.25± .25	—	Gir–Dir[2]

[1] Summer; winter, HP90. [2] Or Woodhead–Monroe.

SKODA

All	59	—	WN	—	EP140[1]	—	—	—	[2]	3.8	1.5± .5	0	5	—	PAL–AT[3]

[1] Summer; winter, HP90. [2] Semi-elliptical transverse leaf spring with suspension dampers. [3] Front; rear, Dir.

STANDARD

8, 10 hp	54–57	CG	CR	—	HP90	—	—	—	Co	.75P	1.3	.125	7.5	—	Gir–Dir[1]
Vanguard, Ensign	53–59	CG	CR	—	HP90	—	—	—	Co	.75P	1.0	.062/.125	2.2/3.7	—	Gir–Dir

[1] Front; rear, Gir-AT.

STUDEBAKER

Champion	53–54	Ross[1]	CL[2]	13.5[3]	MP90[4]	—	—	—	Co	1N/2.5N	0/1P	.062/.125	5.25	17/18	Mon–Dir
Commander	53–54	Ross[1]	CL[2]	16.5[3]	MP90[4]	WG	Int	16.5[3]	Co	1N/2.5N	0/1P	.062/.125	5.25	17/18	Mon–Dir
Champion	55	Ross[1]	CL[2]	13.5[3]	MP140[5]	Sag	Int	20	Co	1N/2.5N	0/1P	.062/.125	5.25	—	Mon–Dir
Commander	55	Ross[1]	CL[2]	16.5[3]	MP140[5]	Sag	Int	20	Co	1N/2.5N	0/1P	.062/.125	5.25	—	Mon–Dir
President	55	Ross[1]	CL[2]	16.5[3]	MP140[5]	Sag	Int	20	Co	1N/2.5N	0/1P	.062/.125	5.25	—	Mon–Dir
All	56	Ross[1]	CL[2]	16.5[3]	MP90[4]	Sag	Int	20	Co	1N/2.5N	0/1P	.062/.125	5.25	—	Mon–Dir
57G	57	Ross	CL	16.5[3]	MP90	Sag	Int	20	Co	1N/2.5N	0/1P	.062/.125	6[7]	—	Mon–Dir[6]
57B,C 7H	57	Ross	CL	22[3]	MP90	Sag	Int	20	Co	1N/2.5N	0/1P	.062/.125	6	—	Mon–Dir[6]
58G	58	Ross	CL	16.5[3]	MP140	Sag	Li	16.5[3]	Co	1N/2.5N	0/1P	.062/.125	6[7]	—	Mon–Dir[6]

Arm—Armstrong. AT—Arm type. AU—Auto Union. Ben—Bendix. Bur—Burman. BD—Burman-Douglas. CG—Cam Gears. CL—Cam and lever (or chassis lube, where applicable). Co—Coil springs. CP—Cam and peg. CR—Cam and Roller. DB—Daimler-Benz. Dir—Direct acting. FS—Fichtel & Sachs. Gab—Gabriel. Gem—Gemmer. Gir—Girling. Int—Integral. Li—Linkage. LS—Leaf springs. Mon—Monroe. New—Newton. TB—Recirculating ball. RP—Rack and pinion. Sag—Saginaw. Stab—Stabilus. TB—Torsion bars. WG—Warner Gear. WN—Worm and nut. WP—Worm and peg. WR—Worm and roller. WS—Worm and sector.

STEERING & FRONT SUSPENSION

MAKE & MODEL	YEAR	STEERING							FRONT END ASSEMBLY						
		Manual				Power									
		Make	Type	Gear Ratio	Gear Lube. Type & Grade	Make	Type	Gear Ratio	Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
*Outside wheel angle with inside wheel at 20 degrees.															
STUDEBAKER—Continued															
58B, 58H, 58HK, 58L, 58LK	58	Ross	CL	22[3]	MP90	Sag	Li	22[3]	Co	1N/2.5N	0/1P	.062/.125	6[7]	—	Mon–Dir[6]
59S-W, F, J, D	59	Ross	CL	13.5[3]	MP140	—	—	—	Co	1N/2.5N	0/1P	.062/.125	6[7]	—	Gab–Dir
59V-F, W, D, J, Y, 59S–C, Y	59	Ross	CL	22[3]	MP90	Ben	Li	22[3]	Co	1N/2.5N	0/1P	.062/.125	6[7]	—	Gab–Dir
59V-C	59	Ross	CL	22[3]	MP90	Sag	Int	21.3	Co	1N/2.5N	0/1P	.062/.125	6[7]	—	Gab–Dir
[1] Or Saginaw (19:1 ratio). [2] Or worm and roller. [3] Straight-ahead ratio. [4] Saginaw only; use special lubricant with Ross gear. [5] Ross; with Saginaw. use MP90. [6] Or Gabriel. [7] @ 0° camber.															
SUNBEAM															
90 Mk II, IIA	53–54	BD	RB	19.0[1]	HP140[2]	—	—	—	Co	3	.75± .25	.125[3]	8.25± .25	—	Arm—AT
90 Mk III	54–56	BD	RB	17.5	HP140[2]	—	—	—	Co	3	.75± .25	.125[3]	8.25± .25	—	Arm–AT
Rapier Series I	56–57	Bur	WN	15.7	HP140[2]	—	—	—	Co	3.7	.75± .25	.125[3]	5.25± .25	—	Arm–Dir[4]
Rapier Series II	58–59	Bur	RB	14.5	HP140[2]	—	—	—	Co	1.75± .25	.75± .25	.125[3]	5.25± .25	—	Arm–Dir[4]
[1] Or 17.5. [2] Summer; winter, HP90. [3] Fully laden. [4] Or Girling.															
TRIUMPH															
Mayflower	53–54	CG	CR	—	HP90	—	—	—	Co	—	—	—	—	—	—
TR2, TR3	54–59	CG	CR	—	HP90	—	—	—	Co	0	2P	.125	7	—	Dir[1]
Sedan, Est Wagon, Pennant	58–59	CG	CR	—	HP90	—	—	—	Co	.75P	1.3P	.062/.125	7.5	—	Gir–Dir[2]
[1] Front; rear, AT. [2] Front; rear, Gir–AT.															
VAUXHALL															
Wyvern, Cresta, Velox	53–54	Bur	RB	15.75	MP	—	—	—	Co	1P/1.5P	1P/2P	.031/.094	2.5/3.25	—	—
Wyvern, Cresta, Velox	55–56	Bur	RB	15.5	MP	—	—	—	Co	.75P/1.75P	1P/2.5P	—	2.25/3.75	—	Dir
Velox, Cresta	55–59	Bur	RB	15.5	MP	—	—	—	Co	1.25/2.25	.25/1	.062/.125	3.75/4.5	17/18.5	Dir
Victor	57–59	Bur	RB	13.5	MP	—	—	—	Co	.75/1.75	.25/1	.062/.125	4/5.5	—	Dir
VOLKSWAGEN															
All	53–59	VW	WS	14.15	GL90	—	—	—	TB	2.5± .25	.7± .5	.047/.125	—	—	Boge–Dir[1]
[1] Or Fichtel & Sachs.															
VOLVO															
All	58–59	Gem	WR	15.5	MP80	—	—	—	Co	0/1P	0/.5P	0/.156	8	—	Delco–Dir
WILLYS															
675	53–54	Ross	CL	21[1]	GL4, 140	—	—	—	Co	1± ½P	1± ¼P	.125	8.25	—	Mon–Dir
685	53–54	Ross	CL	21[1]	GL4, 140	Mon	Li	22.5[1]	Co	1± ½P	1± ¼P	.125	8.25	—	Mon–Dir
6-226	54–55	Gem	WR	22.4[1]	GL4, 140	Mon	Li	22.5[1]	Co	1± ½P	1± ¼P	.125	6	—	Mon–Dir[2]
[1] Overall ratio. [2] or Gabriel.															
WOLSELEY															
6/90 Series I, II	55–59	—	CL	20[1]	MP90	—	—	—	TB	3	1	0	6	—	Arm–Dir
15/60	59	—	CL	—	MP90	—	—	—	Co	3	.75	0	6.5	—	Arm–AT
[1] Series I, 18:1.															

Arm—Armstrong. AT—Arm type. AU—Auto Union. Ben—Bendix. Bur—Burman. BD—Burman-Douglas. CG—Cam Gears. CL—Cam and lever (or chassis lube, where applicable). Co—Coil springs. CP—Cam and peg. CR—Cam and Roller. DB—Daimler-Benz. Dir—Direct acting. FS—Fichtel & Sachs. Gab—Gabriel. Gem—Gemmer. Gir—Girling. Int—Integral. Li—Linkage. LS—Leaf springs. Mon—Monroe. New—Newton. TB—Recirculating ball. RP—Rack and pinion. Sag—Saginaw. Stab—Stabilus. TB—Torsion bars. WG—Warner Gear. WN—Worm and nut. WP—Worm and peg. WR—Worm and roller. WS—Worm and sector.

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BRAKES

MAKE & MODEL	YEAR	Make	Type	Effective Service Br. Area (Sq. In.)	Percent Braking on Front	Master Cylinder Bore		Wheel Cylinder Bore		Drum		Lining Width & Thickness		Bonded or Riveted	Power Unit Make	Parking Brake Operates On
						Std. Brakes	Power Brakes	Front	Rear	Diameter	Max Oversize	Front	Rear			
AUSTIN																
A30, A35	53–58	Lock	H	61.1	—	.875	—	.8	.5625	7.0	—	1.25–.187	1.25–.187	R	—	RW
A40 Somerset	53–54	Gir	H	83	—	.75	—	.875	.875	9.0	—	1.25–.187	1.25–.187	R	—	RW
A70 Hereford	53–54	Gir	H	154	—	.625	—	.875	1.0	11.0	—	1.75–.187	1.75–.187	R	—	RW
Austin-Healey 100, 100-Six	54–59	Gir	H	188	—	.75	—	1.0	1.0	11.0	—	2.25–.17	2.25–.17	R	—	RW
A50, A55 Cambridge	55–59	Gir	H	121	—	.75	—	.875	.875	9.0	—	1.75–.187	1.75–.187	B	—	RW
A90, A95 Westminster	55–59	Gir	H	188	—	.75	—	1.0	1.0	11.0	—	2.25–.187	2.25–.187	R	—	RW
A40 Farina	58–59	Lock	H	76.1	—	.75	—	.8	.5625	8.0[1]	—	1.5–.187	1.25–.187	R	—	RW
Austin-Healey Sprite	58–59	Lock	H	67.5	—	.875	—	.9375	.875	7.0	—	1.25–.2	1.25–.2	R	—	RW
A55 Cambridge II	59	Gir	H	147	—	.875	—	.875	.875	9.0	—	2.5–.187	1.75–.187	B	—	RW
[1] Front; rear, 9.0.																
BORGWARD																
All	56–59	Teves	H	119.2	—	1.0	—	1.125	.874	9.055	—	1.97–.236	1.97–.236	R	—	RW
BUICK																
40, 50, 4300	53	—	H	161.5	53	1.0	—	1.125	1.0	12± .003	.060	2.25–.187	1.75–.187[1]	R	Mor	RW
70	53	—	H	132.75	53	1.0	—	1.125	1.0	12± .003	.060	2.25–.187	2.25–.187	R	Mor	RW
40, 50, 60, M100, 4400, 4600	54–55	—	H	184.6[2]	53	1.0	—	1.125	1.0	12± .003	.060	2.25–.187	1.75–.187[1]	R	Mor	RW
70	54–55	—	H	219	53	1.0	—	1.125	1.0	12± .003	.060	2.5–.25	2.25–.187	R	Mor	RW
40, 50, 60, 4400, 4600	56	—	H	173	53	.531	.656	1.125	1.0	12.02± .003	.060	2.25–.187	2.25–.187	R	Mor	RW
70	56	—	H	184.5	53	.531	.656	1.125	1.0	12.02± .003	.060	2.5–.25	2.25–.187	R	Mor	RW
40, 50, 60, 4400, 4600	57	—	H	192.7	53	1.0	.656	1.125	1.0	12.02± .003	.060	2.25–.187	2.25–.187	R	Mor[3]	RW
70	57	—	H	204.2	53	1.0	.656	1.125	1.0	12.02± .003	.060	2.5–.25	2.25–.187	R	Mor[3]	RW
All	58–59	—	H	160	56	1.0	.656	1.125	1.0	12.02± .003	.060	2.5–.25	2.25–.187	R	Mor	RW
[1] Series 50, 60, M100, 2.25–.187. [2] Series 60, 4600, 207.5. [3] Or Bendix.																
CADILLAC																
60, 62, 75	53–54	—	H	258.5	55.8	1.0	—	1.125	1.0	12± .005	.060	2.5–.25	2.5–.25	R	—	RW
86	53–54	—	H	258.5	52.8	1.0	—	1.125	1.0625	12± .005	.060	2.5–.25	2.5–.25	R	—	RW
60S, 62	55–57	—	H	222.8	55.8	—	—	1.125	1.0	12± .005	.060	2.5–.25	2.5–.25	R	Ben	RW
75, 86	55–57	—	H	233.7	55.8	—	—	1.125	1.0[1]	12± .005	.060	2.5–.25	2.5–.25	R	Ben	RW
60S, 62	58	—	H	222.8	55.8	—	—	1.125	1.0	12± .005	.060	2.5–.25	2.5–.25	R	Ben[2]	RW
75, 86	58	—	H	233.7	55.8	—	—	1.125	1.0[1]	12± .005	.060	2.5–.25	2.5–.45	R	Ben[2]	RW
60, 62, 63, 64	59	—	H	210.3	55.8	—	.656	1.125	1.0	12.0	.060	2.5–.25	2.5–.25	R	Ben[2]	RW
67, 68	59	—	H	233.7	55.8	—	.656	1.125	1.0[1]	12.0	.060	2.5–.25	2.5–.25	R	Ben[2]	RW
[1] 86, 68, 1.0625. [2] Or Moraine.																
CHEVROLET																
All	53–54	—	H	158	56	.875	—	1.3125	1.125	11.0	.060	2.0–.202	1.75–.202	B	—	RW
All (except Corvette)	55–56	—	H	158	56	1.0	—	1.0	1.125	11.0	.060	2.0–.212	1.75–.212	B	TV	RW
Corvette	56	—	H	157	56	1.0	—	1.125	1.0	11.0	.060	2.0–.202	1.75–.202	B	—	RW
All	57–58	—	H	157	56	1.0	—	1.125	1.0	11.0	.060	2.0–.175	1.75–.175	B	TV	RW

All (except Corvette)	59	—	H	185.6	56	1.0	—	1.125	1.0	11.0	.060	2.75–.175	2.0–.175	B	Ben[1]	RW
Corvette	59	—	H	157	56	1.0	—	1.125	1.0	11.0	.060	2.5–.22	2.0–.22	B	—	RW
[1] Or Moraine.																
CHRYSLER																
C56, C58, C59, C60	53	CL	H	201.1	60	1.125	1.125	1.125	1.125	12.0	.030	2.0–.2	2.0–.2	B	Ben	TOS
C62, C63, C64	54	CL	H	201	60	1.125[1]	1.125[1]	1.125	1.125	12.0	.030	2.0–.2	2.0–.2	B	Ben	TOS
C66, C70	54–55	CL	H	210	60	1.125	—	1.25	1.125	—	—	[2]	[2]	B	—	TOS
C67	55	CL	H	201	60	1.0	1.0	1.12	1.12	12.0	.030	2.0–.2	2.0–.2	B	Ben	TOS
C68, C69	55	CL	H	201	60	—	.68	1.12	12.0	12.0	.030	2.0–.2	2.0–.2	B	Ben	TOS
C70, C71, C72, C73, C75, C76, IM	56–57	CL	H	251	60	1.12	1.12	1.12	1.12	12.0	.030	2.5–.2	2.5–.2	B	Ben	TOS
LC2, LC3, MC1, MC2, MC3	58–59	CL	H	251[3]	60	1.125–8	1.125–8	1.127–9	1.127–9	12.0[4]	.030	2.5–.2	2.5–.2	B	Ben	TOS
[1] C62, 1.0. [2] 9.5 in diameter disc. [3] MC1, 230. [4] MC1, 11.0.																
DE SOTO																
S16, S18, S19, S20, S21, S22	53–55	CL	H	201	60	1.0	1.0	1.12	1.12	12.0	.030	2.0–.2	2.0–.2	B	Ben	TOS
S23, S24, S25, S26	CL		H	251	60	1.12	1.12	1.12	1.12	12.0	.030	2.5–.2	2.5–.2	B	Ben	TOS
LS2, LS3, MS2, MS3	58–59	CL	H	251	60	1.125–8	1.125–8	1.127–9	1.127–9	12.0	.030	2.5–.2	2.5–.2	B	Ben	TOS
DKW																
All 3=6	56–59	Teves	H	105.09	—	.75	—	.812[1]	.75[2]	9.055	.039	1.97–.197	1.97–.197	R	—	RW
[1] .75 on early F93, F94 models. [2] .687 on early F93, F94 models																
DODGE																
D43	53	CL	H	158	60	1.12	—	1.12	1.12	10.0	.030	2.0–.156	2.0–.156	B	—	TOS
D49	54	CL	H	158	60	1.12	—	1.12	1.12	10 0	.030	2.0–.2	2.0–.2	B	—	TOS
D44, D50	53–54	CL	H	173.5	60	1.12	—	1.12	1.12	11 0	.030	2.0–.2	2.0–.2	B	—	TOS
D54, D60	55–56	CL	H	158	60	1.12	1.12	1.12	1.12	10 0	.030	2.0–.2	2.0–.2	B	Ben	TOS
D59, D61	55–56	CL	H	166.2	60[1]	1.12	1.12	1.12	1.12	11.0[2]	.030	2.0–.2	2.0–.2	B	Ben	TOS
D55, D63	55	CL	H	173.5	60	1.12	1.12	1.12	1.12	11.0	.030	2.0–.2	2.0–.2	B	Ben	TOS
D64	57	CL	H	166[3]	60	1.12	1.12	1.12	1.12	11.0[2]	.030	2.0–.2	2.0–.2	B	Ben	TOS
D65	57	CL	H	184	60	1.12	1.12	1.12	1.12	11.0	.030	2.0–.2	2.0–.2	B	Ben	TOS
D67	57	CL	H	230	60	1.12	1.12	1.12	1.12	11.0	.030	2.5–.2	2.5–.2	B	Ben	TOS
LE1, LE2, LD3, ME1, ME2, MD3	58–59	CL	H	184[4]	60	1.125–8	1.125–8	1.127–9	1.127–9	11.0	.030	2.0–.25	2.0–.25	B	Ben	TOS
[1] D61, 62. [2] Front; rear, 10.0 (57 Suburban, 11.0.) [3] Suburban, 184. [4] MD3, 230. [5] MD3, 2.5–.2.																
EDSEL																
410 V8	58	Ben	H	212.8	60.6	1.0	.656	1.125	.906	11.0	.060	3.0–.187	2.0–.187	R	Ben	RW
361 V8	58	Ben	H	191.5	60.6	1.0	.656	1.125	.906	11.0	.060	2.5–.187	2.0–.187	R	Ben	RW
All	57	Ben	H	167.5	55.5	1.0	.656[2]	1.125	.937[1]	11.0	.060	2.5–.219	2.0–2 19	R	Ben	RW
[1] Models 71E, 71F, .969. [2] V8 models only; 6 cyl. models, 1.125.																
FIAT																
600	59	Fiat	H	—	—	.75	—	.75	.75	7.30	.039	1.18–.157	1.18–.157	B	—	TOS
600 Multipla	59	Fiat	H	—	—	1.0	—	1.125	.75	8.68	.039	1.57–.157	1.57–.157	B	—	TOS
All 1100, 1200	59	Fiat	H	—	—	1.0	—	1.125	.875	9.86	.039	1.97–.190	1.97–.190	B	—	DS
FORD																
All	53–54	—	H	—	—	—	—	—	—	10.0	—	2.25–.187	1.75–.187	R	—	RW
All passenger cars	55–56	—	H	—	—	1.0	—	1.125	.875	11.0	.060	2.25–.187[3]	1.75–.187	R	—	RW
All Station Wagons	55–56	—	H	—	—	1.0	—	1.125	.9375	11.0	.060	2.25–.219	2.0–.219	R	—	RW
Thunderbird	55–56	—	H	—	—	1.0	—	1.125	.875	11.0	.060	1.75–.187[4]	1.75–.187	R	—	RW
Cstm, Cstm 300, Frln, Frln 500	57	Ben	H	—	—	1.0	1.0	1.125	.875	11.0	.060	2.25–.187	1.75–.187	R	—	RW
Station Wagons	57	Ben	H	—	—	1.0	1.0	1.125	.9375	11.0	.060	2.25–.187	2.0–.187	R	—	RW
Thunderbird	57	Ben	H	—	—	1.0	—	1.125	.9375	11.0	.060	2.0–.187[1]	1.75–.187[2]	R	—	RW
Custom 300, Fairlane, Fairlane 500	58	Ben	H	—	—	1.0	1.125	1.125	.875	11.0	.060	2.25–.187	1.75–.187	R	—	RW

B—Bonded. Ben—Bendix. CD—Clayton-Dewandre. CL—Chrysler-Lockheed. DS—Driveshaft. Dun—Dunlop. Gir—Girling. H—Hydraulic. Lock—Lockheed. Mor—Moraine. R—Riveted. RW—Rear wheels. T—Transmission. TOS—Transmission output shaft. TV—Treadle-Vac. Wag—Wagner.

BRAKES

MAKE & MODEL	YEAR	Make	Type	Effective Service Br. Area (Sq. In.)	Percent Braking on Front	Master Cylinder Bore		Wheel Cylinder Bore		Drum		Lining Width & Thickness		Bonded or Riveted	Power Unit Make	Parking Brake Operates On
						Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize	Front	Rear			
FORD—Continued																
Station Wagons	58	Ben	H	—	—	1.0	1.125	1.125	.9375	11.0	.060	2.25–.187	2.0–.187	R	—	RW
Thunderbird	58	Ben	H	—	—	1.0	1.125	1.125	.875	11.0	.060	2.5–.187	2.0–.187	R	—	RW
Custom 300, Fairlane, Fairlane 500	59	Ben	H	—	62	1.0	1.125	1.125	.875	11.0	.060	2.25–.187[5]	1.75–.187	R	—	RW
S/Wagons	59	Ben	H	—	62	1.0	1.125	1.125	.9375	11.0	.060	2.25–.187	2.0–.187	R	—	RW
Thunderbird	59	Ben	H	—	62	1.0	—	1.0937	.9062	11.0	—	2.5–.187[5]	2.5–.187[5]	R	—	RW
[1] Primary; secondary, 2.5. [2] Primary; secondary, 2.0. [3] Primary; secondary, .234. [4] Primary; secondary, 2.25. [5] Primary; secondary, .25.																
FORD (British)																
All L-head	54–59	Ford	H	73.2[1]	—	.622–3[2]	—	.747–8[2]	.747–8[2]	8.0[3]	.005	1.25–.156	1.25–.156	R	—	RW
Consul, Zephyr, Zodiac	53–55	Ford	H	121	—	.747–8[2]	—	.8747–53[2]	.8747–53[2]	9.0	—	1.75–.197	1.75–.197	R	—	RW
Consul, Zephyr, Zodiac	56–59	Ford	H	147	—	—	—	—	—	9.0	—	2.5–.188	1.75–.188	—	—	RW
[1] Before Jan., '55, 67.2. [2] Piston diameters. [3] Before Jan. '55, 7.0																
FORD (German)																
Taunus 12M$_{00}$	59	ATE	H	91.5	—	1.0	—	1.0	1.0	7.99	—	–.181	–.181	R	—	RW
Taunus 17M	59	ATE	H	137	—	.874	—	.874	.812	9.055	—	1.97–.197	1.97–.197	R	—	RW
HILLMAN																
Mk VI, VII	53–54	Lock	H	92	—	.875	—	.875[1]	.875	8.0	.020	—	—	R	—	RW
Mk VIII	55–56	Lock	H	92	—	.88	—	.88	.88	8.0	—	—	—	R	—	RW
Series I, II, III	57–59	Lock	H	92	—	.88	—	.88	.88	8.0	—	1.5	1.5	R	—	RW
[1] Some Mk VII, .937.																
HUDSON																
Jet 1C, 2C, 1D, 2D, 3D	53–54	Ben	H	132.14	—	1.0	—	1.125	.937	9.0	—	2.0–.175	1.75–.175	R	—	RW
Wasp 4C, 5C, 4D, 5D	53–54	Ben	H	—	—	1.0	—	1.125	.937	—	—	—	—	R	Ben	RW
Hornet 7C, 7D	53–54	Ben	H	—	—	1.0	—	1.125	.937	—	—	—	—	R	Ben	RW
Wasp	55	Ben	H	160	—	1.0	—	1.125	.937	10.0	—	2.25	1.75	R	Ben	RW
Hornet 6, V8	55–56	Ben	H	191	—	1.0	—	1.125	.937	11.0	—	2.5	2.0	R	Ben	RW
Wasp 6, Hornet Spl. V8	56	Ben	H	165	—	1.0	—	1.125	.937[3]	10.0	—	2.0[1]	1.75[2]	R	Ben	RW
Hornet V8	57	Ben	H	197	—	1.0	—	1.125	.875	11.0	—	2.5	2.0	R	Ben	RW
[1] Primary shoes; secondary, 2.5. [2] Primary shoes; secondary, 2.0. [3] Hornet Spl. V8, .875.																
HUMBER																
Super Snipe	59	Gir	H	168	—	—	.75	1.25	.75	11.0	—	2.25	2.25	R	Gir	RW
IMPERIAL																
LY1, MY1	58–59	Own	H	251	60	—	1.125–8	1.127–9	1.127–9	12.0	.030	2.5–.2	2.5–.2	B	Ben	TOS
JAGUAR																
XK120, XK140	53–57	Lock	H	189	—	1.0	1.0	1.125	1.125	12.0	—	2.25–.25	2.25–.25	B	Lock	RW
Mk VII, VIII	53–59	Gir	H	207	—	—	.75	1.25	.75	12.0	—	2.25–.25	2.25–.25	B	Gir	RW
2.4, 3.4 (drum brakes)	56–59	Lock	H	157	—	—	.75	—	—	11.125	—	2.25–.25	2.25–.25	B	Gir	RW
XK150, 2.4, 3.4 (disc brakes)	56–59	Dun	H	31.8	—	—	.875	2.125	1.5	11.375[1]	—	2.25[2]	2.25[2]	B	Lock	RW
Mk IX	59	Dun	H	38.45	—	—	.875	2.125	1.5	11.375[1]	—	2.25[2]	2.25[2]	B	Lock	RW
[1] Disc diameter. [2] Friction pad diameter.																
LAND ROVER																
Series I	53–56	Gir	H	104	—	—	—	—	—	10.0	.030	1.5–.188	1.5–.188	R	—	T

Series I	56–58	Gir	H	167	70	—	—	—	—	11.0	.030	2.25–.188	2.25–.188	R	—	T
88 Series II	58–59	Gir	H	104	70	.75	—	—	—	10.0	.030	1.5–.188	1.5–.188	R	—	T
109 Series	58–59	Gir	H	154	70	1.0	—	—	—	11.0	.030	2.25–.188	2.25–.188	R	—	T
LINCOLN																
All	53	Ben	H	—	—	—	—	—	—	11.0	—	2.5–.187	2.0–.187	R	—	RW
All	54	Ben	H	220.06	59	—	—	1.125	.937	12.0	.060	2.5–.187	2.0–.187	R	Ben	RW
All	55–56	Ben	H	207.54	55.5	1.00	.656	1.0937	.937	12.0	.060	2.5–.187	2.0–.187	R	Ben	RW
All	57	Ben	H	—	—	—	—	—	—	12.0	—	2.5–.187	2.0–.187	R	—	RW
All	58–59	Ben	H	262	57.7	—	.656	1.0937	9.37	11.0	—	3.5–.187	3.5–.187	R	—	RW
MERCEDES-BENZ																
190	59	—	H	—	—	1.0	1.0625	1.125	.9375	9.055	.079	2.56–.2362	2.56–.236	B	ATE	RW
MERCURY & MONARCH																
All	53	Ben	H	—	—	—	—	—	—	11.0	—	2.0–.187	1.75–.187	R	—	RW
All	54	Ben	H	159.08	59	—	—	—	—	11.0	—	2.0–.187	1.75–.187	R	—	RW
All	55	Ben	H	190.9	62	—	—	—	—	11.0	—	2.5–.187	2.0–.187	R	—	RW
All	56	Ben	H	190.9	55.5	1.0	.656	1.125	.875	11.0	.060	2.5–.187	2.0–.187	R	—	RW
All	57	Ben	H	—	—	1.0	—	1.125[2]	.937	11.0	.060	3.0–.187[1]	2.5–.187	R	Ben	RW
All	58	Ben	H	—	—	1.0	.656	1.125	.9687	11.0	.060	3.0–.187	2.5–.187	R	Ben	RW
All	59	Ben	H	205	57	1.0	.656	1.125	.9687	11.0	.060	3.0–.187	2.5–.187	R	—	RW
[1] With 368 V8; with 312 V8, 2.5. [2] With 312 V8.																
METEOR																
All	53–54	—	H	—	—	—	—	—	—	10.0	—	2.25–.187	1.75–.187	R	—	RW
All passenger cars	55–56	Ben	H	—	—	1.0	—	1.125	.875	11.0	.060	2.25–.187[1]	1.75–.187	R	—	RW
All Station Wagons	55–56	Ben	H	—	—	1.0	—	1.125	.9375	11.0	.060	2.25–.219	2.0–.219	R	—	RW
Niagara, Nia 300, Rideau, Rid 500	57	Ben	H	—	—	1.0	1.0	1.125	.875	11.0	.060	2.25–.187	1.75–.187	R	—	RW
All S/Wagons	57	Ben	H	—	—	1.0	1.0	1.125	.9375	11.0	.060	2.25–.187	2.0–.187	R	—	RW
Niagara 300, Rideau, Rideau 500	58	Ben	H	—	—	1.0	1.125	1.125	.875	11.0	.060	2.25–.187	1.75–.187	R	—	RW
All S/Wagons	58	Ben	H	—	—	1.0	1.125	1.125	.9375	11.0	.060	2.25–.187	2.0–.187	R	—	RW
Niagara 300, Rideau, Rideau 500	59	Ben	H	—	—	1.0	1.125	1.125	.875	11.0	.060	2.25–.187[2]	1.75–.187	R	—	RW
All S/Wagons	59	Ben	H	—	—	1.0	1.125	1.125	.9375	11.0	060	2 25–.187	2.0–.187	R	—	RW
[1] Primary; secondary, .234. [2] Primary; secondary, .25.																
METROPOLITAN																
1500	57–59	Gir	H	76.8	40	.625	—	.75	.75	8	—	1.25–.187	1.25–.187	B	—	RW
[1] Disc diameter.																
MG																
TD, TF	53–55	Lock	H	105	—	.875	—	.875	.875	8.0	—	1.5–.187	1.5–.187	R	—	RW
Series A, Magnette Series ZA, ZB	55–59	Lock	H	134.4	—	.875	—	.9375	.875	10.0	—	1.75–.187	1.75–.187	R	—	RW
Series A Twin Cam	58–59	Dun	H	—	—	—	—	—	—	11.0[1]	—	—	—	—	—	RW
Magnette Series III	59	Gir	H	147	—	.875	—	.875	.875	9.0	—	2.5–.187	1.75–.187	B	—	RW
MORRIS																
Minor Series MM, II, 1000	53–59	Lock	H	63.83	—	.875	—	.875[1]	.875	7.0	—	1.22–.198	1.22–.198	R	—	RW
Oxford Series MO	53	Lock	H	88	—	.875	—	.875	.875	8.0	—	1.47–.203	1.47–.203	R	—	RW
Oxford Series II, III, IV	53–59	Lock	H	105	—	.875	—	.875	.875	8.0	—	1.5–.187	1.5–.187	R	—	RW
Isis (Six) Series I	55–56	Lock	H	105	—	.875	—	.875	.875	10.0	—	1.75–.187	1.75–.187	R	—	RW
Isis (Six) Series II	57–58	Lock	H	184	—	.875	—	1.0	.875	11.0	—	1.75–.187	1.75–.187	R	—	RW
Oxford Series V	59	Gir	H	147	—	.875	—	.875	.875	9.0	—	2.5–.187	1.75–.187	B	—	RW
[1] Series 1000, .9375.																

B—Bonded. Ben—Bendix. CD—Clayton-Dewandre. CL—Chrysler-Lockheed. DS—Driveshaft. Dun—Dunlop. Gir—Girling. H—Hydraulic. Lock—Lockheed. Mor—Moraine. R—Riveted. RW—Rear wheels. T—Transmission. TOS—Transmission output shaft. TV—Treadle-Vac. Wag—Wagner.

BRAKES

MAKE & MODEL	YEAR	Make	Type	Effective Service Br. Area (Sq. In.)	Percent Braking on Front	Master Cylinder Bore		Wheel Cylinder Bore		Drum		Lining Width & Thickness		Bonded or Riveted	Power Unit Make	Parking Brake Operates On
						Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize	Front	Rear			
NASH (See also Rambler & Metropolitan)																
Rambler	53	Ben	H	92	—	1.0	—	1.0	.8125	8.0	—	1.75[1]	1.25[2]	R	—	RW
Statesman	53	Ben	H	132	—	1.0	—	1.0	.875	9.0	—	2.0[3]	2.0[3]	R	—	RW
Ambassador	53–54	Ben	H	171	—	1.125	—	1.0625	.9375	10.0	—	2.0[4]	2.0	R	Ben	RW
Rambler	54	Ben	H	103.6	—	1.0	—	1.0	.8125	9.0[5]	—	2.0[3]	1.25[2]	R	—	RW
Statesman	54	Ben	H	150.3	—	1.0	—	1.0625	.875	9.0	—	2.5[6]	2.0[3]	R	Ben	RW
Rambler	55	Ben	H	104.3	—	1.0	—	1.0	.8125	9.0[5]	—	2.0[3]	1.25[2]	R	—	RW
Statesman	55	Ben	H	160	—	1.0	—	1.125	.9375	10.0	—	2.25	1.75	R	Ben	RW
Ambassador	55–56	Ben	H	191	—	1.0	—	1.125	.9375	11.0	—	2.5	2.0	R	Ben	RW
Rambler[8]	56–57	Ben	H	153	—	1.0	—	1.0625	.875	9.0	—	2.5[6]	2.0[3]	R	Ben	RW
Statesman, Ambassador Spl. V8	56	Ben	H	165	—	1.0	—	1.125	.9375[7]	10.0	—	2.0[4]	1.75	R	Ben	RW
Ambassador	57	Ben	H	197	—	1.0	—	1.125	.875	11.0	—	2.5	2.0	R	Ben	RW
Rambler V8	57	Wag	H	150.24	—	1.0	—	1.0	.8125	9.0	—	2.25[4]	2.0	R	Ben	RW

[1] Primary; secondary 1.5. [2] Primary; secondary, 1.0. [3] Primary; secondary, 1.75. [4] Primary; secondary, 2.5. [5] Front; rear, 8.0.
[6] Primary; secondary, 2.25. [7] Amb. Spl., .875. [8] Rambler 6 only in 1957.

OLDSMOBILE																
All	53	—	H	191.7	58	1.0	—	1.09375	.9375	11.0	.005	2.5–.1875	2–.1875	R	Ben[1]	RW
All	54	—	H	191.7	56	1.0	—	1.09375	.9687	11.0	.005	2.5–.2187	2–.2187	R	Ben[1]	RW
All	55–58	—	H	191.7	56	1.0	—	1.09375	.9687	11.0	.015	2.5–.2187	2–.2187	R	Ben[1]	RW
All	59	—	H	191.7	56	1.0	—	1.125	1.0	11.0	.010	2.5–.218	2–.218	R	Ben[1]	RW

[1] Or Moraine.

PACKARD																
2601, 2611	53	—	H	171.5	—	1.0	—	1.125	1.0	12.0	—	1.75–.187	1.75–.187	R	Ben	RW
2602, 2631, 2606, 2626, 5406, 5426	53–54	—	H	208.25	—	1.0	—	1.125	1.0	12.0	—	2.25–.187	2.0–.187	R	Ben	RW
5400, 5401, 5411, 5540, 5560	54–55	—	H	191.8	—	1.0	—	1.125	1.0625	11.0	—	2.5–.187	2.0–.187	R	Ben	RW
5580, 5680, 5688	55–56	—	H	208.25	—	1.0[1]	—	1.125	1.0	12.0	—	2.25–.187	2.0–.187	R	Ben	RW
5640, 5660	56	—	H	191.8	—	1.0	—	1.125	1.0625	11.0	—	2.5–.187	2.0–.187	R	Ben	RW
57L, 58L Hawk	57–58	Wag	H	195.25[4]	62	1.0[5]	—	1.0625	.875	11.0[2]	.10	2.25–.187[3]	2.0–.187	R	Ben	RW

[1] '55 models only; power brakes std. in '56. [2] Front; rear, 10.0. [3] Thickness of secondary shoe lining, .219. [4] 58L, 172.4.
[5] 57L only; power brakes std. in 58L.

PEUGEOT																
403	59	Lock	H	126.33	—	.8661	—	1.125	1.0	10.039	—	1.97–	1.38	R	—	RW

PLYMOUTH																
P24	53	CL	H	158	60	1.12	—	1.12	1.12	10.0	.030	2.0–.156	2.0–.156	B	—	TOS
P25	54	CL	H	158	60	1.12	—	1.12	1.12	10.0	.030	2.0–.2	2.0–.2	B	—	TOS
P26, P28	55–56	CL	H	158	60	1.12	1.12	1.12	1.12	10.0	.030	2.0–.2	2.0–.2	B	Ben	TOS
P27, P29	55–56	CL	H	166.2	60[1]	1.12	1.12	1.12	1.12	11.0[2]	.030	2.0–.2	2.0–.2	B	Ben	TOS
P30	57	CL	H	166[3]	60	1.12	1.12	1.12	1.12	11.0[2]	.030	2.0–.2	2.0–.2	B	Ben	TOS
P31	57	CL	H	184	60	1.12	1.12	1.12	1.12	11.0	.030	2.0–.2	2.0–.2	B	Ben	TOS
LP1, LP2, MP1, MP2	58–59	CL	H	184	60	1.125–8	1.125–8	1.127–9	1.127–9	11.0	.030	2.0–.2	2.0–.2	B	Ben	TOS

[1] P29, 62. [2] Front; rear, 10.0 ('57 Suburban, 11.0). [3] Suburban, 184.

PONTIAC																
20, 22	53–54	—	H	158	56	.875	—	1.3125	1.125	11.0	.060	2.0–.202	1.75–.202	B	—	RW
25, 27	53–54	—	H	171	59.5	1.0	—	1.0625	.875	11.0	.060	2.25–.187	1.75–.187	R	Ben	RW
20, 22	55–56	—	H	158	56	1.0	—	1.0	1.125	11.0	.060	2.0–.212	1.75–.212	B	TV	RW
27, 28	55–57	—	H	178	56.3	1.0	—	1.06	.94	12.0[1]	.060	2.25–.2	1.75–.2	R	Ben[2]	RW
20, 22, 7000	57–58	—	H	157	56	1.0	—	1.125	1.0	11.0	.060	2.0–.175	1.75–.175	B	TV[2]	RW
25, 27, 28	58	—	H	178	57.5	1.0	—	1.125	1.0	12.0[1]	.060	2.25–.2	1.75–.2	R	Ben[2]	RW
7000	59	—	H	185.6	56	1.0	—	1.125	1.0	11.0	.060	2.75–.175	2.0–.175	B	Ben[2]	RW
21, 24, 27, 28	59	—	H	173.6	58.5	1.0	—	1.1875	1.0	11.0	.060	2.5–.22	2.0–.22	B	Ben[2]	RW

[1] Front; rear, 11.0. [2] Or Moraine.

PORSCHE																
1600, 1600S	59	Own	H	122	—	.75	—	[1]		11.024–62	11.1023	1.57–.29	1.57–.29	B	—	RW

[1] See shop manual.

RAMBLER																
American	58–59	Wag	H	139.52	60.2	1.0	—	1.0	.8125	9.0	—	2.0–.219	2.0–.219	R	—	RW
6 Cyl. 10 Series	58–59	Wag	H	150.10	60.2	1.0	—	1.0	.8125	9.0	—	2.25–.219[1]	2.5–.219[2]	R	Ben	RW
Rebel V8 20 Series	58–59	Ben	H	167.49	62.4	1.0	—	1.125	.875	10.0	—	2.5–.219	1.75–.219	R	Ben	RW
Ambassador V8 80 Series	58–59	Ben	H	167.49	62.4	1.0	—	1.125	.875	10.0	—	2.5–.219	1.75–.219	R	Ben	RW

[1] Front shoe; rear shoe, 2.5–.219. [2] Front shoe; rear shoe, 2.0–.219.

RENAULT																
Dauphine	57–59	Ben	H	82.5	—	.866	—	.866	.748	9.0	.024	1.18–.197	1.18–.197	R	—	RW

RILEY																
One-Point-Five	58–59	Lock	H	124	—	.75	—	.75	.75	9.0[1]	—	2.25–.187	1.5–.187	B	—	RW
2.6	59	Lock	H	187	—	—	.875	—	—	11.0	—	—	—	—	—	RW
4-68	59	Gir	H	147	—	.875	—	.875	.875	9.0	—	2.25–.187	1.5–.187	B	—	RW

[1] Front; rear, 8.0.

ROVER																
75	53	Gir	H	128	—	—	—	—	—	11.0	.030	1.75–.188	1.75–.188	R	—	RW
75, 90	54	Gir	H	182	53	—	—	—	—	11.0	.030	2.25–.188	2.25–.188	R	—	RW
75, 90[1]	55–59	Gir	H	200[2]	72	—	—	—	—	11.0	.030	3.0–.188	2.25–.188	R	—	RW
90, 105	56–59	Gir	H	174	63	—	.75	1.25	.375	11.0	.030	3.0–.188	2.25–.188	R	CD[3]	RW

[1] '55 models only. [2] '55 75 models, 212. [3] All 105 models, Girling.

SIMCA																
Aronde	59	—	H	—	—	1.0	—	1.125	.875	10.0	—	1.772–.203	1.772–.203	R	—	RW
Vedette	59	—	H	149.4	—	1.0	—	.937	.717	9.0	.015	2.48–.20	1.77–.20	R	—	RW

SINGER																
Gazelle Series III	59	Lock	H	121	—	.75	—	.88	.88	9.0	—	1.75	1.75	R	—	RW

SKODA																
All	59	—	H	—	—	1.004	—	1.004	1.004	9.06	—	1.38–.157	1.38–.157	R	—	RW

STANDARD																
8, 10 hp	54–57	Gir	H	68	60	.625	—	.75	.75	7.0	—	1.25–.125	1.25–.125	B	—	RW
Vanguard	53–55	Lock	H	121	60	.875	—	.875	.875	9.0	—	1.75–.187	1.75–.187	R	—	RW
Vanguard	56–59	Lock	H	175	60	.75	—	.75	.75	10.0	—	2.25–.25	2.25–.25	B	—	RW
Ensign	58–59	Lock	H	121	60	.75	—	.75	.75	9.0	—	1.75–.187	1.75–.187	B	—	RW

STUDEBAKER																
Champion	53	Lock	H	144	57	1.0	—	1.0	.875	9.0	—	2.0–.187	2.0–.187	R	—	RW

B—Bonded. Ben—Bendix. CD—Clayton-Dewandre. CL—Chrysler-Lockheed. DS—Driveshaft. Dun—Dunlop. Gir—Girling. H—Hydraulic. Lock—Lockheed. Mor—Moraine. R—Riveted. RW—Rear wheels T—Transmission. TOS—Transmission output shaft. TV—Treadle-Vac. Wag—Wagner.

BRAKES

MAKE & MODEL	YEAR	Make	Type	Effective Service Br. Area (Sq. In.)	Percent Braking on Front	Master Cylinder Bore		Wheel Cylinder Bore		Drum		Lining Width & Thickness		Bonded or Riveted	Power Unit Make	Parking Brake Operates On
						Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize	Front	Rear			
STUDEBAKER—Continued																
Commander	53	Lock	H	160	62	1.0	—	1.0	.875	11.0[1]	—	2.0–.187	2.0–.187	R	—	RW
15G, 16G6, 56G, 57G	54–57	Wag	H	166	62	1.0	—	1.0	.875[5]	10.0[1]	.10	2.0–.187[2]	2.0–.187	R	Ben	RW
5H, 16G8, 6H, 56B, 56H, 56J, 57B 57H	54–57	Wag	H	195.25	62	1.0	—	1.0625	.875	11.0[3]	.10	2.25–.187[4]	2.0–.187	R	Ben	RW
58G, 59S-W, F, J, D, C	58–59	Wag	H	147.4	62	1.0	—	1.0	.8125	10.0[1]	.10[6]	2.0–.187[2]	2.0–.187	R	Ben	RW
58B, 58H, 59V, 59S–Y1	58–59	Wag	H	172.4	62	1.0	—	1.0625	.875	11.0[3]	.10[6]	2.25–.187[4]	2.0–.187	R[7]	Ben	RW

[1] Front; rear, 9.0. [2] Secondary shoe lining, .25. [3] Front, rear, 10.0. [4] Secondary shoe lining, .219; 59S-Y1, both shoes, .2812. [5] 56–57 models, .8125. [6] '59 models, .060. [7] 59S-Y1, bonded.

SUNBEAM																
90 Mk II, IIA, III	53–56	Lock	H	172[1]	—	.875	—	.875	.875	10.0	.020	—	—	R	—	RW
Rapier Series I	56–57	Lock	H	121	—	.75	—	.88	.88	9.0	—	1.75	1.75	R	—	RW
Rapier Series II	58–59	Lock	H	146	—	.75	—	.88	.88	10.0[2]	—	2.25	1.75	R	—	RW

[1] Mk II, 134. [2] Front; rear, 9.0.

TRIUMPH																
Mayflower	53–54	Lock	H	96	60	.875	—	.875	.875	8.0	—	1.5–.125	1.5–.125	R	—	RW
TR2	54–55	Gir	H	—	60	.875	—	.75	.75	10.0[2]	—	2.25–.25	1.75–.187	R	—	RW
TR3	56–59	Gir	H	—	60	.75	—	.75	.75	10.0[1]	—	2.25–.25	2.25–.25	R	—	RW
Sedan, Est. Wagon, Pennant	58–59	Gir	H	68	60	.625	—	.75	.75	7.0	—	1.25–.125	1.25–.125	B	—	RW

[1] 11.0 diam. disc brakes at front from ser. no. TS-13046. [2] 9.0 at rear to ser. no. TS-5442.

VAUXHALL																
Wyvern, Velox, Cresta	53–57	Lock	H	100.65	64	.875	—	1.125	.9375	9.125	.070	1.5–.25	1.25–.25	R	—	RW
Victor	57–59	Lock	H	92	64	.75	—	0.8	.75	8.0	.0625	1.5–.187	1.5–.187	R	—	RW
Velox, Cresta	58–59	Lock	H	137.75	64	.75	—	0.8	.75	9.0	.0625	2.25–.187	1.75–.187	R	—	RW

VOLKSWAGEN																
All	53	VW	H	—	—	.874	—	.75	.75	9.05	9.11	1.18–.157	1.18–.157	R	—	RW
All	54–59	VW	H	—	—	.75	—	.874	.625	9.05	9.11	1.57–.157[1]	1.18–.157[1]	R	—	RW

[1] Oversize thickness, .177.

VOLVO																
PV444, PV544	58–59	—	H	152.7	—	.875	—	.875	.875	9.0	—	2.0–.187	2.0–.187	R	—	RW
122S	59	—	H	152.7	—	.875	—	1.0	.8125	9.0[1]	—	2.0–.187[2]	2.0–.187	R	—	RW

[1] Front wheels, late production, 10.0. [2] Secondary shoes, late production, .25–.187.

WILLYS																
675, 685, 6-226	53–55	—	H	132.8	65	1	—	1.125	.8125	9	—	2–.214	2–.214	R	—	RW

WOLSELEY																
6/90 Series I	55–56	Lock	H	184	—	1.0	—	1.125	1.125	11.0	—	2.2–.187	2.2–.187	R	—	RW
6/90 Series II	57–59	Lock	H	184	—	1.0	.875	1.25	1.125	11.0	—	2.2–.187	2.2–.187	R	—	RW
15/60	59	Gir	H	147	—	.875	—	.875	.875	9.0	—	2.5–.187	1.5–.187	B	—	RW

B—Bonded. Ben—Bendix. CD—Clayton-Dewandre. CL—Chrysler-Lockheed. DS—Driveshaft. Dun—Dunlop. Gir—Girling. H—Hydraulic. Lock—Lockheed. Mor—Moraine. R—Riveted. RW—Rear wheels. T—Transmission. TOS—Transmission output shaft. TV—Treadle-Vac. Wag—Wagner.

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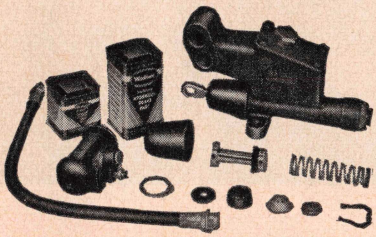

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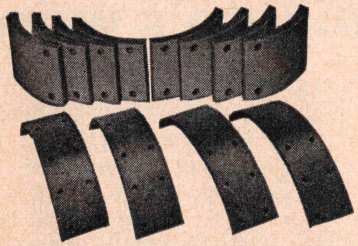

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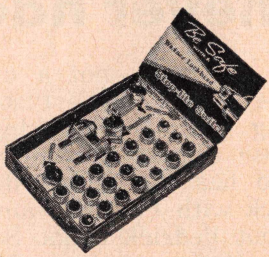

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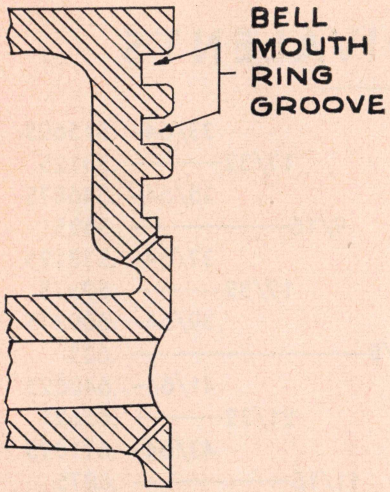
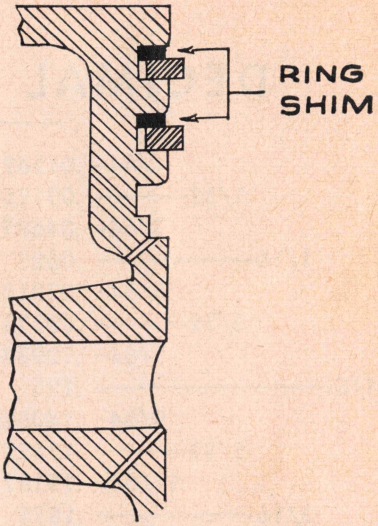
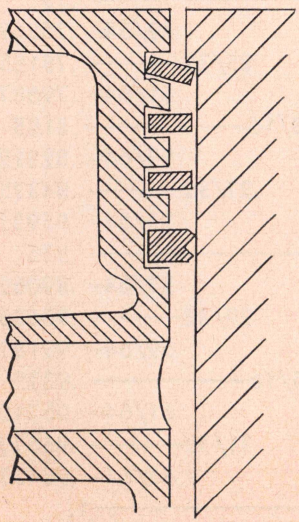


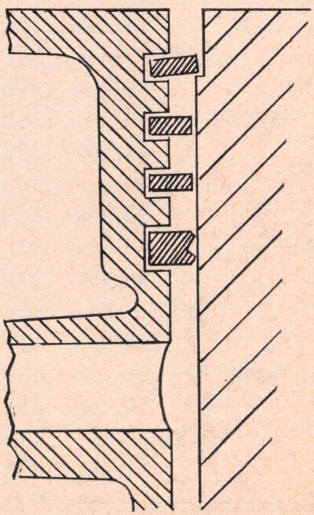
Examine pistons for bell mouth condition. They should be squared to within .0001 in.



Square-up bell mouth. Use next larger size rings or shim piston with thin steel rings.



Failure to ream off the cylinder ridge will cause piston land fracture as shown above.



Ring damage occurs when too much is reamed from cylinder, creating a "reverse" ridge.

TABLE OF DECIMAL EQUIVALENTS

1/64	.015625
1/32	.03125
3/64	.046875
1/16	.0625
5/64	.078125
3/32	.09375
7/64	.109375
1/8	.125
9/64	.140625
5/32	.15625
11/64	.171875
3/16	.1875
13/64	.203125
7/32	.21875
15/64	.234375
1/4	.25
17/64	.265625
9/32	.28125
19/64	.296875
5/16	.3125
21/64	.328125
11/32	.34375
23/64	.359375
3/8	.375
25/64	.390625
13/32	.40625
27/64	.421875
7/16	.4375
29/64	.453125
15/32	.46875
31/64	.48375
1/2	.5
33/64	.515625
17/32	.53125
35/64	.546875
9/16	.5625
37/64	.578125
19/32	.59375
39/64	.609375
5/8	.625
41/64	.640625
21/32	.65625
43/64	.671875
11/16	.6875
45/64	.703125
23/32	.71875
47/64	.734375
3/4	.75
49/64	.765625
25/32	.78125
51/64	.796875
13/16	.8125
53/64	.828125
27/32	.84375
55/64	.859375
7/8	.875
57/64	.890625
29/32	.90625
59/64	.921875
15/16	.9375
61/64	.953125
31/32	.96875
63/64	.984375
1	1.

TORQUE LIMITS FOR VARIOUS SIZE BOLTS

The following is intended to serve as a guide only. Specific manufacturers' torque values should always be used when available.

Screw Size	Threads per Inch	Maximum Torque (foot pounds)
1/4	20	6-9
1/4	28	6-9
5/16	18	12-15
5/16	24	15-18
3/8	16	23-28
3/8	24	30-35
7/16	14	45-50
7/16	20	50-60
1/2	13	60-70
1/2	20	70-80
9/16	18	85-95
5/8	18	130-145

Tap drill sizes

The Society of Automotive Engineers recommends the use of drills of such a size as to leave from 75 per cent to 83 1-3 per cent of a full thread. The threads do not come to a sharp point, but have the "V" flattened a certain amount. The clearance prevents binding of the top and bottom of the threads. For average shop work use a drill that will leave about 75 per cent of a full thread.

NATIONAL COARSE THREAD SIZES

Tap Size	Threads Per Inch	Tap Size Drill	Percent Thread
No 6	32	No. 36	78
No 8	32	No. 29	70
No. 10	24	No. 25	75
No 12	24	No. 16	72
1/ 4"	20	No. 7	75
5/16"	18	F*	77
3/ 8"	16	5/16	77
7/16"	14	U*	75
1/ 2"	13	27/64	78
9/16"	12	31/64	72
5/ 8"	11	17/32	80
3/ 4"	10	21/32	72

STANDARD DRILL SIZES – Up to 1 Inch

On special jobs it is good to have drills varying by just a few thousandths of an inch.

Drill	Diam. Inches	Drill	Diam. Inches	Drill	Diam. Inches	Drill	Diam. Inches	Drill	Diam. Inches
80	.0135	49	.0730	21	.1590	17/64	.2656	1/2	.5000
79	.0145	48	.0760	20	.1610	H	.2660	33/64	.5156
1/64	.0156	5/64	.0781	19	.1660	I	.2720	17/32	.5312
78	.0160	47	.0785	18	.1695	J	.2770	35/64	.5469
77	.0180	46	.0810	11/64	.1719	K	.2810	9/16	.5625
76	.0200	45	.0820	17	.1730	9/32	.2812	37/64	.5781
74	.0225	44	.0860	16	.1770	L	.2900	19/32	.5937
73	.0240	43	.0890	15	.1800	M	.2950	39/64	.6090
72	.0250	42	.0935	14	.1820	19/64	.2969	5/8	.6250
71	.0260	3/32	.0937	13	.1850	N	.3020	41/64	.6406
70	.0280	41	.0960	13/16	.1875	5/16	.3125	21/32	.6562
69	.0292	40	.0980	12	.1890	O	.3160	43/64	.6719
68	.0310	39	.0995	11	.1910	P	.3230	11/16	.6875
1/32	.0313	38	.1015	10	.1935	21/64	.3281	45/64	.7031
67	.0320	37	.1040	9	.1960	Q	.3320	23/32	.7187
66	.0330	36	.1065	8	.1990	R	.3390	47/64	.7344
65	.0350	7/64	.1094	7	.2010	11/32	.3437	3/4	.7500
64	.0360	35	.1100	13/64	.2031	S	.3480	49/64	.7656
63	.0370	34	.1110	6	.2040	T	.3580	25/32	.7812
62	.0380	33	.1130	5	.2055	23/64	.3594	51/64	.7969
61	.0390	32	.1160	4	.2090	U	.3680	13/16	.8125
60	.0400	31	.1200	3	.2130	3/8	.3750	53/64	.8281
59	.0410	1/8	.1250	7/32	.2187	V	.3770	27/32	.8437
58	.0420	30	.1285	2	.2210	W	.3860	55/64	.8594
57	.0430	29	.1360	1	.2280	25/64	.3906	7/8	.9750
56	.0465	28	.1405	A	.2340	X	.3970	57/64	.8906
3/64	.0469	9/64	.1406	15/64	.2344	Y	.4040	29/32	.9062
55	.0520	27	.1440	B	.2380	13/32	.0462	59/64	.9219
54	.0550	26	.1470	C	.2420	Z	.4130	15/16	.9375
53	.0595	25	.1495	D	.2460	27/64	.4219	61/64	.9531
1/16	.0625	24	.1520	E	.2500	7/16	.4375	31/32	.9687
52	.0635	23	.1540	1/4	.2500	29/64	.4531	63/64	.9844
51	.0670	5/32	.1562	F	.2570	15/32	.4687	1	1.0000
50	.0700	22	.1570	G	.2610	31/64	.4843		

Tap Drill Sizes – National Fine Thread Sizes

Tap Size	Threads Per Inch	Tap Size Drill	Percent Thread
No. 6	40	No. 33	77
No. 8	36	No. 29	78
No. 10	32	No. 21	76
No. 12	28	No. 14	73
1/ 4"	28	No. 3	80
5/16"	24	I*	75
3/ 8"	24	Q*	79
7/16"	20	25/64	72
1/ 2"	20	29/64	72
9/16"	18	33/64	65
5/ 8"	18	37/64	65
3/ 4"	16	11/16	77

Starter control circuit

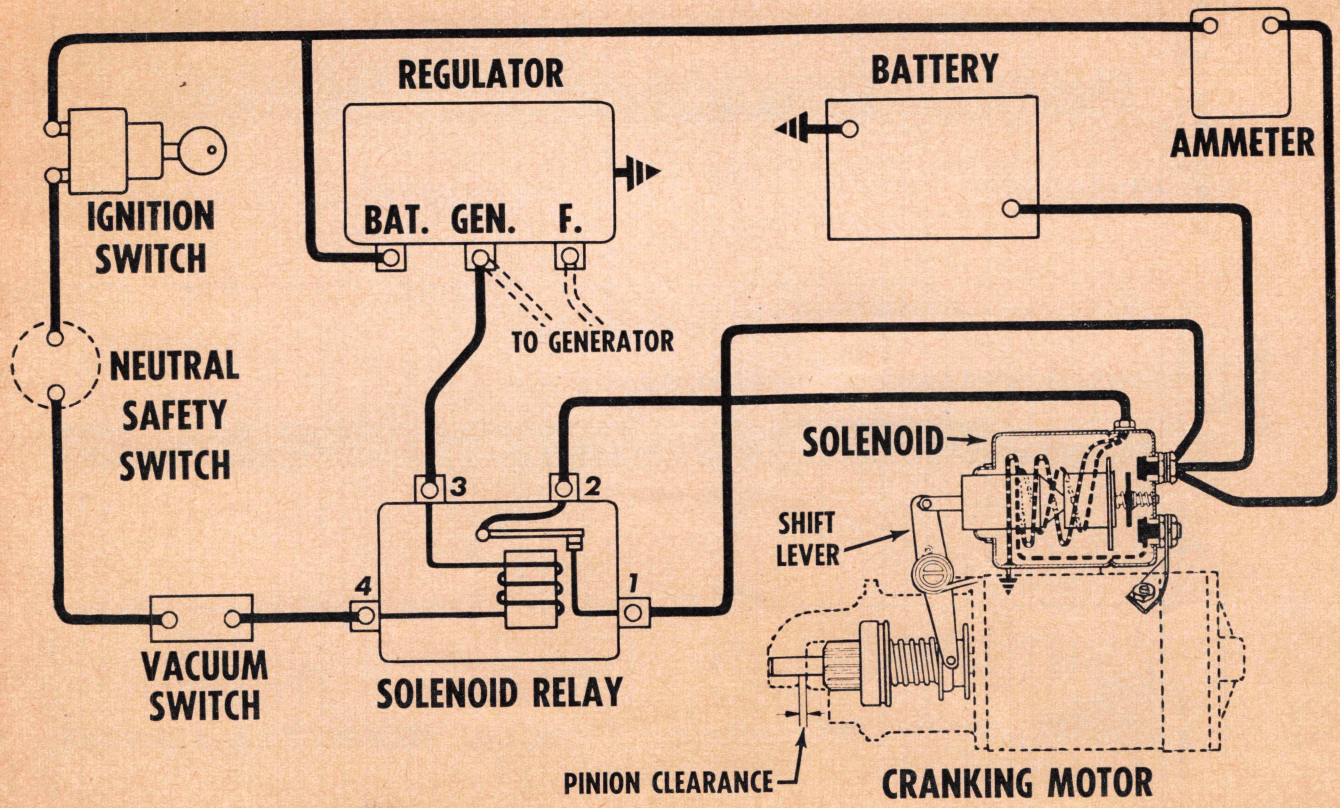


Diagram: Allen Electric & Equipment Co.

GAGES

GAGE NO.	U. S. STANDARD GAGE* Approx. Thickness—Inches	AMERICAN WIRE or B & S GAGE Thickness—Inches
0000000	0.490	
000000	.460	0.5800
00000	.429	.5165
0000	.398	.4600
000	.368	.4096
00	.337	.3648
0	.306	.3248
1	.2757	.2893
2	.2604	.2576
3	.2451	.2294
4	.2298	.2043
5	.2145	.1819
6	.1991	.1620
7	.1838	.1443
8	.1685	.1285
9	.1532	.1144
10	.1379	.1019
11	.1225	.0907
12	.1072	.0808
13	.0919	.0720
14	.0766	.0641
15	.0689	.0571
16	.0613	.0508
17	.0551	.0453
18	.0490	.0403
19	.0429	.0359
20	.0368	.0320
21	.0337	.0285
22	.0306	.0253
23	.0276	.0226
24	.0245	.0201
25	.0214	.0179
26	.0184	.0159
27	.0169	.0142
28	.0153	.0126
29	.0138	.0113
30	.0123	.0100
31	.0107	.00893
32	.0100	.00795
33	.0092	.00708
34	.0084	.00630
35	.0077	.00561
36	.0069	.00500
37	.0065	.00445
38	.0061	.00397
39	.0057	.00353
40	.0054	.00314
41	.0052	
42	.0050	
43	.0048	
44	.0046	

*Sheet Steel

Charging system with double contact voltage regulator

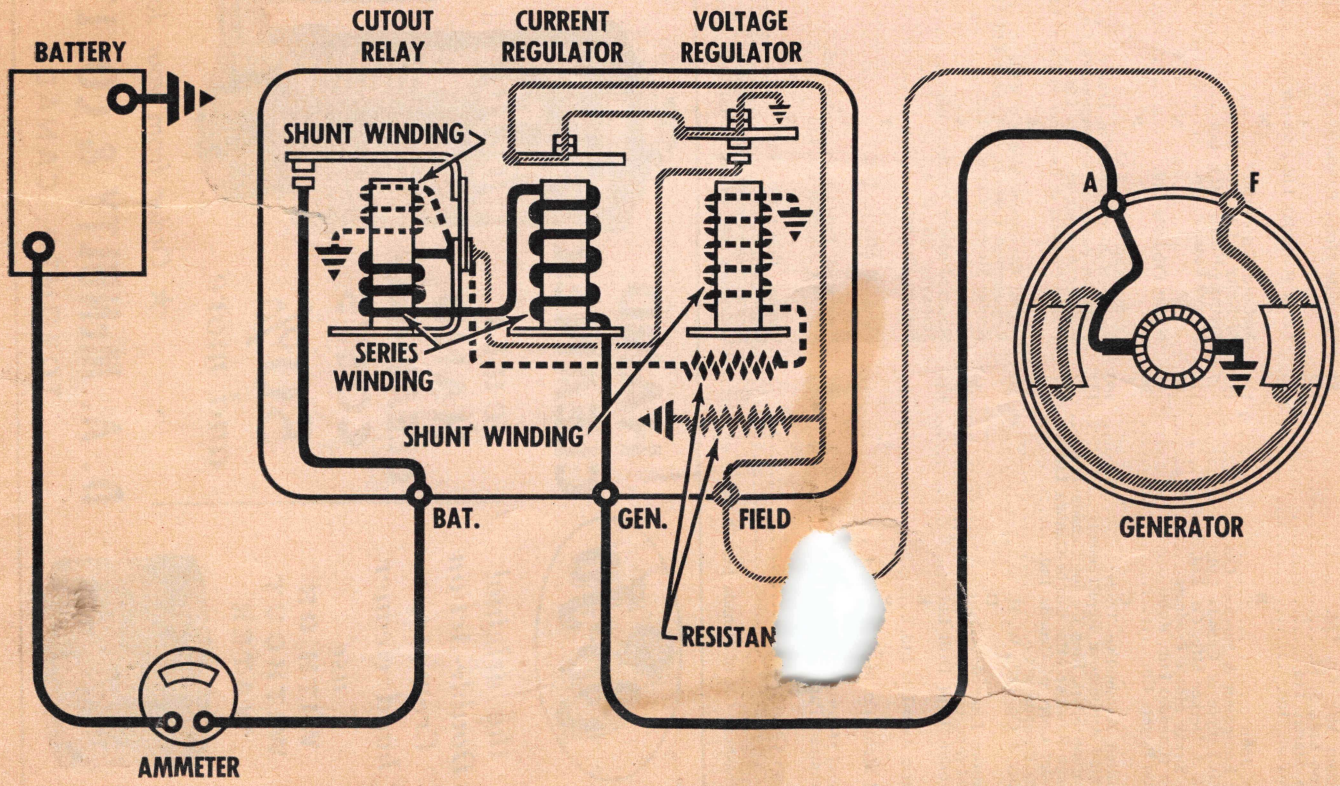


Diagram: Allen Electric & Equipment Co.

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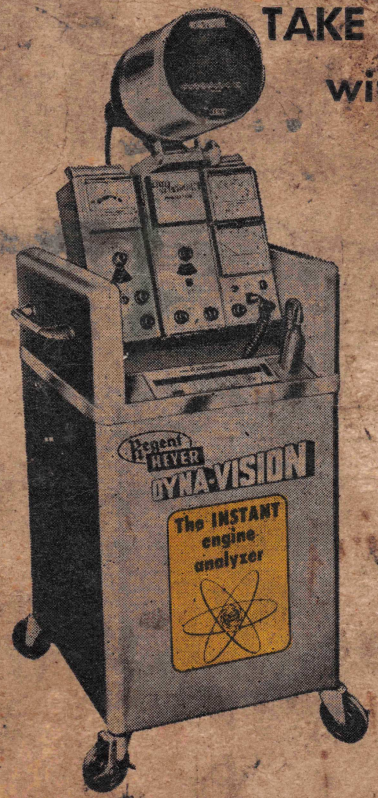

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